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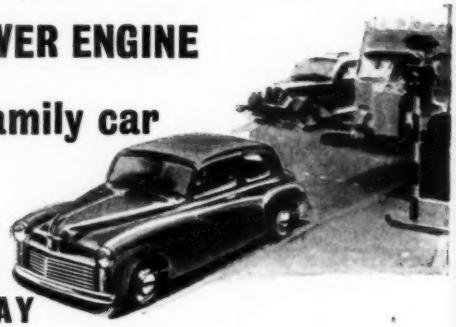

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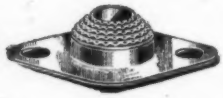

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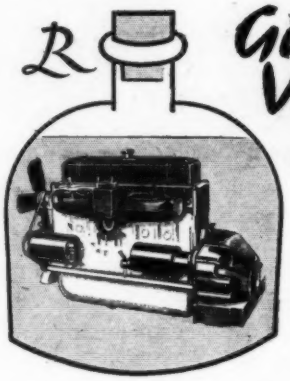

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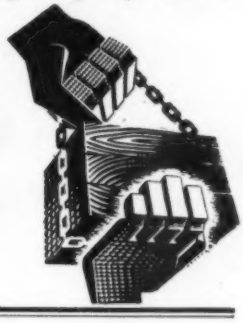

OLYMPIA LONDON 6-17 JUNE 1950

The very wide range of equipment in operation will demonstrate the potential increase in production resulting from the adoption of mechanical handling methods.

The Exhibition is organised by "Mechanical Handling," the Journal of Britain's handling industry, with the support of the leading trade associations.

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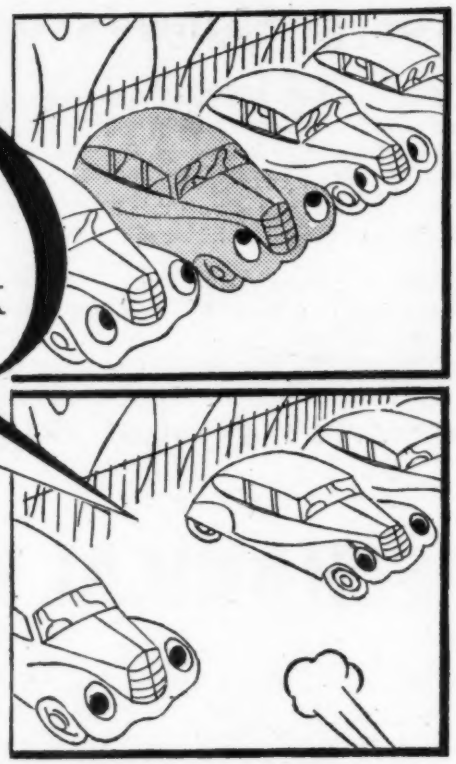

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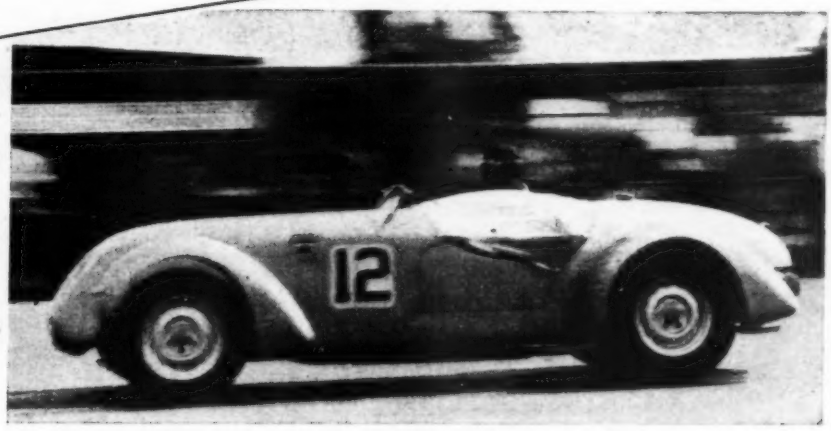

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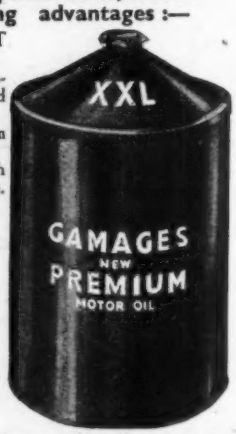

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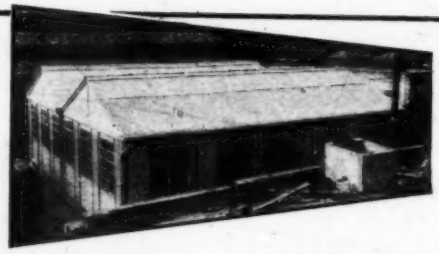

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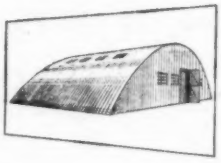

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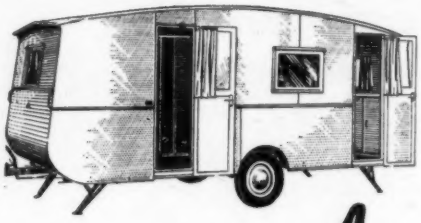

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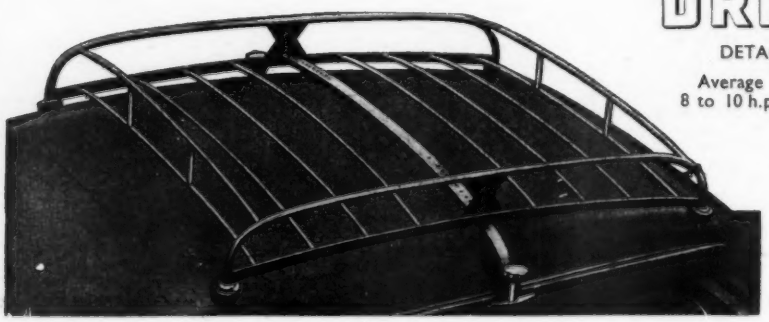

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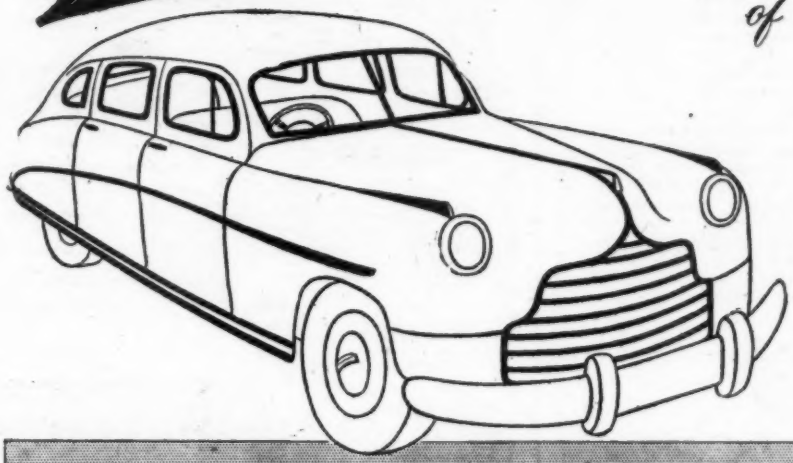

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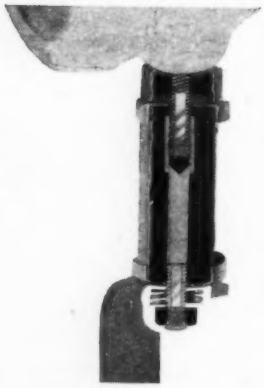

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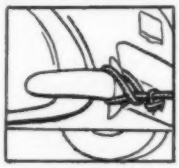

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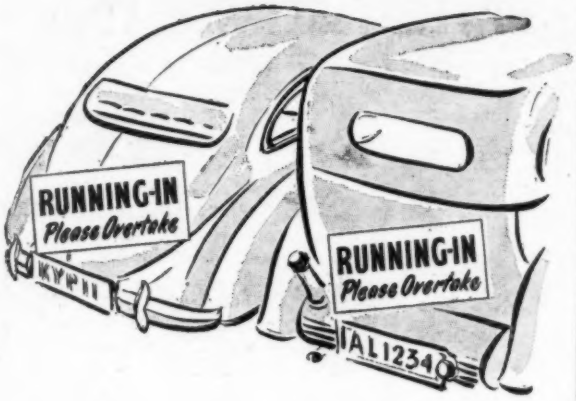

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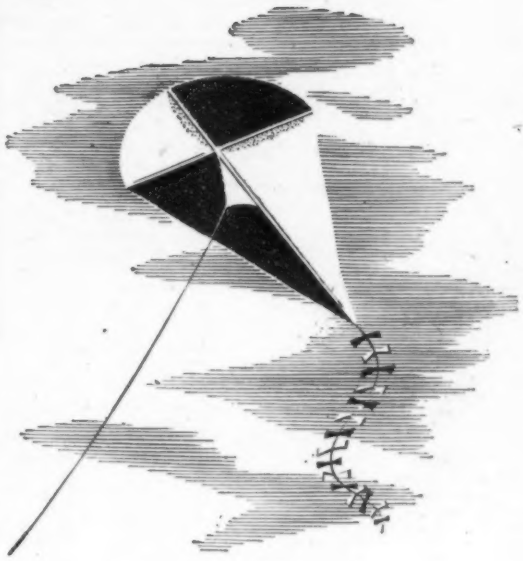

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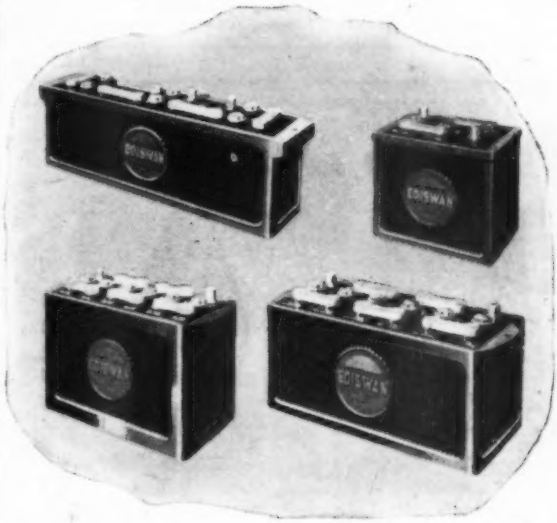

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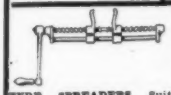

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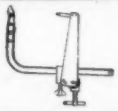

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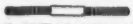

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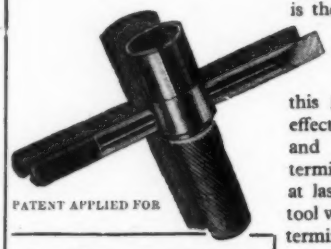

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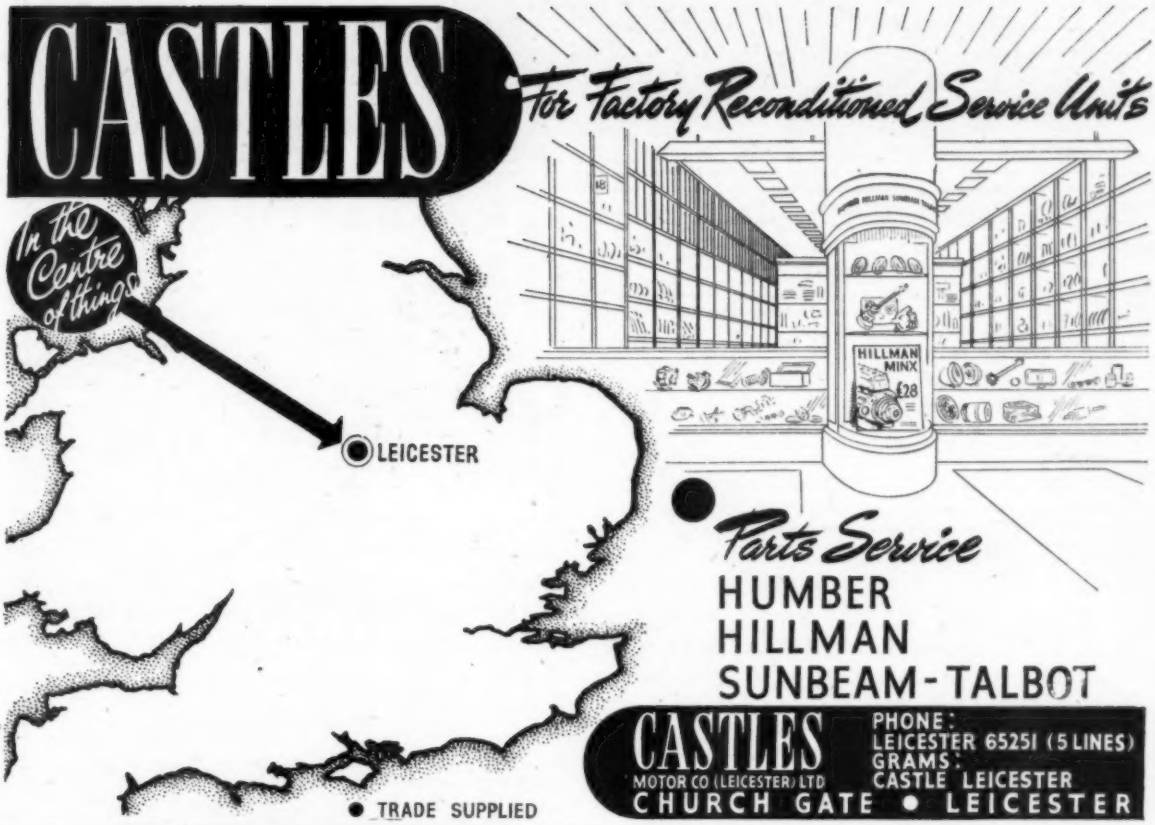

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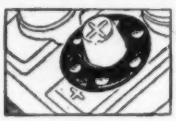

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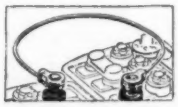

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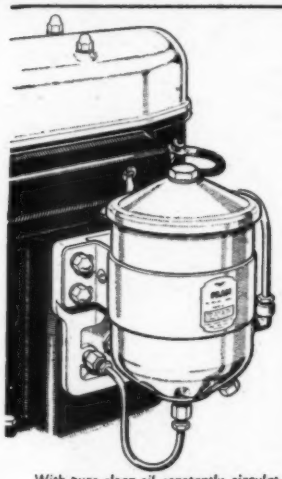

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The Autocar
FOUNDED 1895

No. 2844 FRIDAY, MAY 5, 1950 Vol. XCV

The Vital Spirit

MOST of what needs saying about the present oil supply situation is contained in an article on the following pages. It would be a pity, however, not to complete this exhaustive survey of the subject by drawing attention once again to the position of this country with regard to oil. Britain is at once dependent on oil and hamstrung by it. Her motor transport depends upon it, and yet her indigenous supplies are so scanty that they are a joke amongst oilmen.

We need not draw attention to the wider implications of this fact in a world of enmity But we are vitally concerned with the narrower issue of motor fuel. Is it really a fact that in this world of enormous resources, only oil is capable of producing a motor spirit in sufficient quantity to make the wheels of transport go round? The present time of shortage and rationing has proved that individual firms, seizing an opportunity, have been able to produce alternative fuels in sufficient quantity for them to be available at a number of pumps throughout the country. Is it quite certain that sufficient research into this subject has been carried out? Is it not possible that, if a tithe of the money being poured into the development of atomic energy were devoted to motor fuel research, a spirit with all the virtues of petrol might become available?

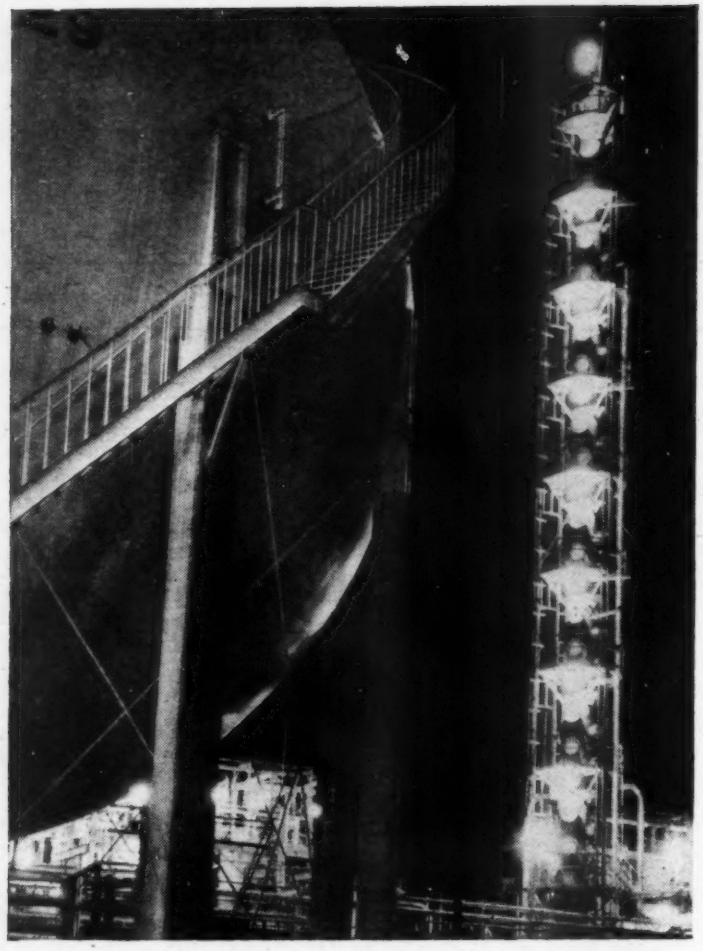
At this point in history the motor industry has become the country's leading export industry, at the same time motoring seems on the threshold of far-reaching changes in the form of power unit used. Moreover, the unit of the future has shown itself to be happy running on far less refined mixtures than even 70-octane Pool. The moment, therefore, seems opportune for a new investigation into the possibilities of alternative fuels—not, be it said immediately, merely for the purpose of saving dollars, but in order to reduce Britain's dependence on a foreign fluid, supplies of which can only too easily be interrupted; in a modern war the tanker lifeline becomes dangerously tenuous.

"It Does Not Make Sense"

A NOTABLE if expected omission from this year's anti-motoring Budget was the rectification of the injustice whereby owners of cars registered before January 1, 1947, pay tax at the old rate of 25s per horse-power, and it is now obvious that the Chancellor has no intention of adjusting this. But the reasons given in a Parliamentary exchange on the subject last week reveal what can only be described as a deplorable state of mind. A Conservative Member asked if the Chancellor realized how very inequitable it was to make less well-off owners, who could not, in any event, obtain new cars, pay in many cases double the tax amount paid by others.

Sir Stafford defended the present position by saying that the additional tax balanced the 33⅓ per cent purchase tax on new cars. These are very rough-and-ready mathematics, to say the least; moreover, the view tacitly alleges a dog-in-the-manger attitude on the part of new car buyers which the Chancellor can be assured just does not exist. Why should Sir Stafford vicariously adopt this ungenerous attitude in defiance of the feelings of new car owners? We say positively that motorists, whether new or old car owners, heartily detest the injustice of these differential rates. Additionally, purchasers of cars registered between the end of the war and January 1, 1947, paid purchase tax as well as the old tax rate; are these unfortunates to be regarded merely as martyrs in the cause of fiscal justice for the majority?

The Chancellor reaffirmed his desire to keep old cars on the road in order to permit the maximum number of new ones to be exported, whereupon the interjection quoted in the title of this article came from the Opposition benches. It will find an echo in the minds of every motorist.



Pattern of power; the sphere in the foreground contains a volatile petroleum product under pressure, and the "Christmas tree" alongside is a purifier for butadiene, used in making synthetic rubber. Reproduced from "The Lamp," journal of the Standard Oil Co., of New Jersey.

A student of politics presents an Interim

Report on Oil

PRESENT AND FUTURE: BENZOLE QUESTIONS: POLITICAL MOTIVES

RIGHT now, Mr. Motorist, you are about to enjoy your new and expensive ration of one unit equals one gallon. It is little enough, and dear enough, and you are wondering why this must be so. You have been told many times, by many people, and you may well have detected a certain glibness about the reasons. The Minister seems over-anxious to convince you. He is. But has he a case? In order to determine this, let us present the facts of the oil situation at the moment.

First of all we cannot talk only of petrol, but must discuss oil—the stuff that comes from the ground. This is not *turned into* petrol, or T.V.O., or "aviation," gas oil, and all those products so frequently named by the experts. Every ton of crude oil from the wells equals so much of all of them, and they are distilled off at various levels; the ultra-refined spirits demand "cat-crackers", further plants which continue the work done by the distilleries, and the residue is heavy oil. So for every gallon of motor spirit the oil company must accept what goes with it. "Heavy oils are residual," says the oil expert; this is the explanation of the phrase, and its significance in the present world situation will become apparent.

Annual oil consumption of the U.K. today is 16,000,000 tons. This is twice the total oil production of the entire British Commonwealth. The Commonwealth is the world's second largest consumer of oil, America being the largest. But whereas the U.S.A. is a large-scale producer, the Commonwealth fields provide only a fraction of the Commonwealth's needs (45,000,000 tons a year).

British oil companies, however, are responsible for many oilfields outside the Commonwealth, mainly in the Middle East and the Caribbean; these are the sterling area supplies, and might be described as ample *from the well* for all purposes. There is no shortage of oil in the ground. Previously expressed fears of the approaching end of the earth's oil resources have given place to optimism as more sources are found. The latest of note are Alberta, Canada, and the Po Valley in Italy.

Oil produced by the American companies, whether in America or not, is dollar oil. For the purposes of this article, it may be accepted that there is plenty of it, making America a competitor of Britain in foreign markets.

The world dollar problem dominates the oil situation; thus there is a persistent demand for sterling oil, and Britain, faced with the worst dollar problem in her history, is glad to sell oil to countries that need it in return for foreign currency. But in doing so she is up against non-discrimination in various forms, sometimes based on the Marshall Aid agreements, sometimes the result of previous agreements between the countries concerned and America, and sometimes because of traditional sharing of the market with America. Left-wing journals were wont to seize on the last as evidence of a mysterious "oil ring," members of which parcelled out the market between them so that a good time was had by all. In fact, it is more likely a reluctance to cut off one's nose to spite one's face. For instance, America, the first country to develop oil production in a big way, is the only source of certain refinery equipment. An oil war might result in the refusal of this equipment to competitors. I do not say that it did, or even that such measures were contemplated; but it is an instance of what *can* happen if traders do not live and let live.

None the less, Britain can at present sell overseas all the products of her refineries in the sterling area, and the present marks a turning point where refinery capacity begins to creep up on the balance between the two rivals. With increasing sterling area refinery capacity, Britain has asked the Commonwealth to substitute sterling oil for dollar oil previously purchased, and this is the cause of the present friction between London and Washington. Why, instead of annoying America, is not the petrol ration removed in Britain? The short answer is dollars.

The same answer is quoted when it is urged that there is already more refined sterling oil available than is officially

admitted—a claim that has received some backing from the experience of Australia, which has claimed that she was inundated with offers of sterling oil upon derationing petrol. In this instance the word "dollars" covers that magic phrase, the "element of dollar cost" in sterling oil. This does exist, and is not at all easily calculable, but instances may be given of how it is made up. Payments of royalties to countries in which oilfields are worked may have to be made in dollars, gold, or dollar-convertible currencies; equipment may be purchasable only from dollar sources, and wages to local employees may have to be paid in dollar-convertible currencies. Many people feel that too much is made of this "element of dollar cost" and that some satisfaction is felt in official quarters that it must remain vague; they are probably right.

We can sum up so far, then, by saying that Britain must sell as much of the sterling area oil as possible to foreign countries in order to alleviate the dollar problem; for the moment we will not discuss the justice of doing so. But what of the future?

Refinery Plans

Best hope for more petrol for British motorists lies in the refinery programme, on which the oil companies are currently spending £125,000,000. When the supply of refined spirit reaches a point where all demands are satisfied, and where further encroachment on America's markets is impossible, then no doubt the "element of dollar cost" will be less quoted and more petrol will reach motorists' tanks. If it is remembered that America has lately been finding that she has surplus refining capacity (owing to dollar shortage elsewhere) it can be seen that petrol is another illustration of the old economic problem of poverty in the midst of plenty.

Now let us move over from economics to politics and discuss the justice of the Government's attitude. This is usually attacked in terms of dollar expenditure on three things, films, tobacco and petrol, as being very roughly comparable "luxury-necessities," and here is how the Government usually presents the figures:—

Petrol (excluding aviation)	53,000,000 dollars
Films	24,000,000 ,,
Tobacco	52,000,000 ,,

Tut-tut, say the back-benchers, and the spokesman resumes his seat with the air of one who has dealt a knock-out blow. But has he? "Excluding aviation" says nothing about commercial vehicles, public service vehicles, industrial users and petrochemical requirements. Nor do the figures say how many of the fifty-three million are accounted for by the motorist's ration. But this is how much petrol he recently used, compared with other users:—

	Tons 1948	Tons 1949
Government Departments	112,000	95,000
Services	104,000	87,000
Private motorists	1,380,000	1,500,000
Industrial, commercial and other consumers	2,579,000	2,885,000
Total	4,175,000	4,567,000

If we decide to distribute the dollars over all the petrol used, regardless of source (as is only fair), we find them spent in the following ratio: 95: 87: 1,500: 2,885. And with the help of the slide rule we get the following table:—

1949 DOLLAR EXPENDITURE ON PETROL

Government departments	1,102,475 dollars
Services	1,009,635 ,,
Private motorists	17,407,500 ,,
Others	33,480,000 ,,

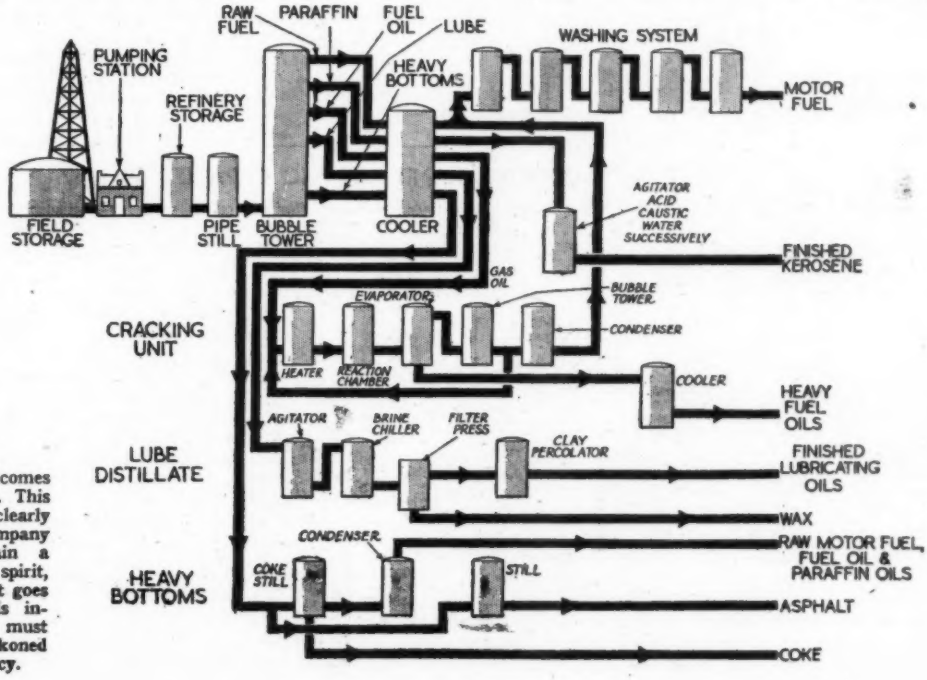
(An inevitable inaccuracy is introduced by the omission of aviation spirit from the dollar totals, but it may not have been included in the tonnage table in view of the small amount quoted for the Services.)

To stress the point we might requote the first table:—

Motorists' petrol	17,407,000 dollars
Films	24,000,000 ,,
Tobacco	52,000,000 ,,

And in our back-bench satisfaction over this revision we might also remember that the total includes supplementary, or essential, petrol. The standard ration only need bear a mere five million or so dollars.

Countering the force of this argument comes the fact that motorists are frequently also filmgoers and smokers. Very true. But *given the choice* many would sacrifice some tobacco, and most of them all films, in exchange for petrol. The fact that they cannot do so is one of the biggest grievances, for it is a deprivation of consumer choice. *Why* they cannot do so is something of a mystery. As a kind of rough justice in this land of equal shares, a coupon issue might cover each person for dollar expenditure, cashable for filmgoing, tobacco, sweets (dollar sugar) or petrol. You "takes your choice" then as to how you spend your dollar allowance. The objection is abuse, but as these commodities are—one or all of them—desirable to the community from the age of five up (and even below with sweets) it is doubtful if much abuse would arise. In any case, the losses through abuse would probably not



How crude oil becomes finished products. This diagram shows clearly how, if an oil company decides to obtain a gallon of motor spirit, it must take what goes with it, and this inevitability factor must always be reckoned with in oil policy.

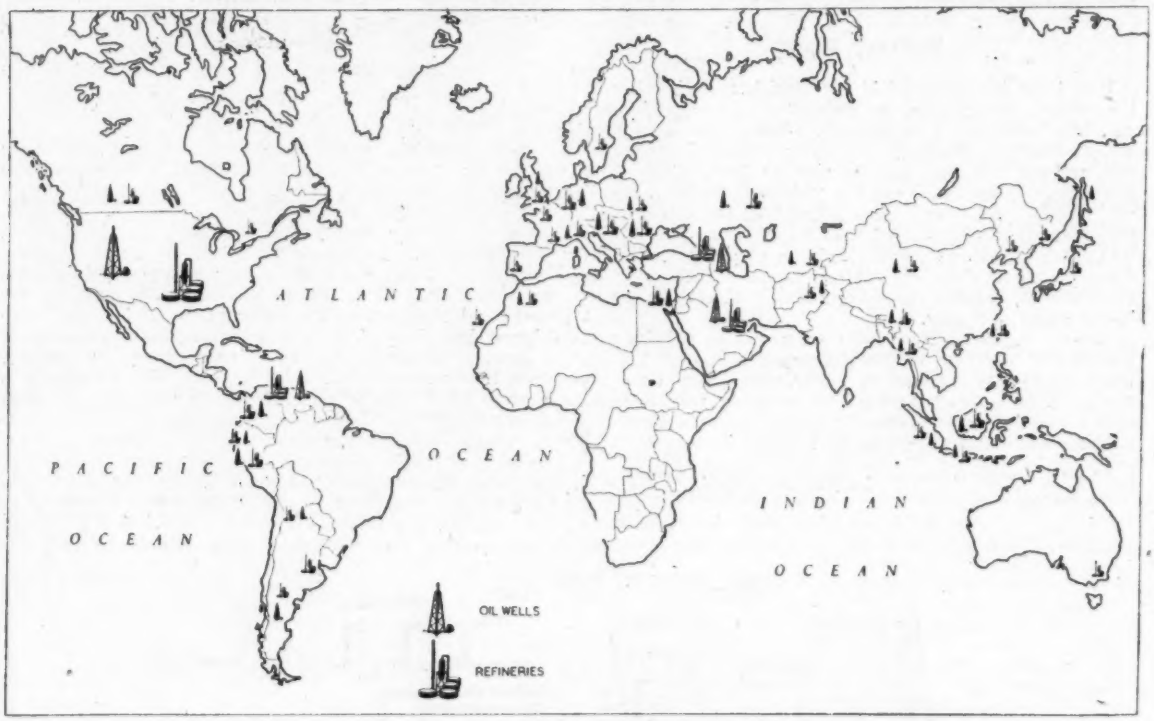
INTERIM REPORT ON OIL . . . . . *continued*

bring the figures up to anything like the present expenditure; in fact, the total coupon issue could take good care of that. The principle is merely the rationing of dollars instead of the commodities which they buy, but it has the merit of restoring consumer preference.

Less tangible is the economic argument for more petrol, which stresses its incentive value and the contribution to industrial efficiency of efficient transport. This argument cleaves deep, and it looks, from the Budget, as if the Chancellor himself has begun to realize that there might be something in it, for he has raised the ration to 180 miles a month and the price per gallon by 9d, confessing that he hopes "rationing by the purse" will restrict consumption (shades of left-wing doctrine!). Rationing by the purse is incentive, which straight rationing can never be. The protagonists of the real *status quo ante bellum*, the complete abolition of rationing, argue that freedom would galvanize British industry into reasserting Britain's place in the world of international trade and finance. Such a policy could only be tried to prove it, but watchful eyes are on Italy, France, and Western Germany, where freedom is pushing up production figures quickly. This is a hard road in which the inefficient, both proprietor and employee, go to the wall, and left wing hands are uplifted in pious horror at such a thought. Suffice it to comment that Britain may well be driven to it.

Over the intangibles economists can spend a merry evening of argument any time you like to murmur such

This map shows the location of oil wells and refineries throughout the world, and should be read in conjunction with the table below.



WORLD OIL PRODUCTION AND REFINING CAPACITY IN 1947

Those countries where 1947 production was materially less than before the war are marked * and their 1938 output is shown as a footnote: Statistics supplied by the Petroleum Information Bureau

	Production	Refining Capacity
Canada ...	1,000,000	13,000,000
United States		
Total	266,500,000	298,500,000
East Coast	3,200,000	50,900,000
Mid Continent	49,100,000	76,100,000
Gulf Coast ...	156,800,000	112,100,000
Rocky Mts.	9,400,000	8,700,000
Pacific Coast	48,000,000	50,700,000
Cuba ...	30,000	200,000
Mexico ...	8,100,000	8,600,000
Netherlands West Indies	—	29,000,000
Trinidad ...	3,000,000	5,000,000
Argentina ...	3,100,000	5,000,000
Bolivia ...	50,000	75,000
Brazil ...	10,000	100,000
Columbia ...	3,500,000	900,000
Ecuador ...	300,000	200,000
Peru ...	1,800,000	1,500,000
Uruguay ...	—	450,000
Venezuela ...	63,300,000	5,250,000
Albania ...	150,000	35,000
Austria ...	900,000	900,000
Belgium ...	—	250,000
Bulgaria ...	—	100,000
Czechoslovakia	30,000	250,000

	Production	Refining Capacity
France ...	60,000	6,700,000
Germany ...	600,000	1,200,000
Hungary ...	600,000	700,000
Italy ...	10,000	2,300,000
Jugoslavia ...	50,000	400,000
Netherlands	200,000	350,000
Poland ...	130,000	350,000
Portugal ...	—	350,000
Roumania ...	3,900,000*	9,600,000
Sweden ...	—	250,000
United Kingdom ...	50,000	2,400,000
Canary Islands	—	600,000
Morocco ...	3,000	25,000
U.S.S.R. Total	27,000,000*	29,000,000
Baku ...	16,000,000	17,000,000
Other Caucasus (inc. Ukraine) ...	4,200,000	4,500,000
Volga-Ural	5,000,000	5,500,000
Asiatic ...	1,800,000	2,000,000
Bahrein ...	1,300,000	6,300,000
Egypt ...	1,300,000	1,800,000

* 1938 Production Roumania 6,900,000
* 1938 Production U.S.S.R. 30,100,000

	Production	Refining Capacity
Iran	20,500,000	21,000,000
Iraq	4,700,000	400,000
Kuwait ...	2,300,000	—
Lebanon ...	—	160,000
Palestine ...	—	4,300,000
Saudi Arabia	12,200,000	5,700,000
Australia ...	—	350,000
Burma ...	10,000*	10,000
British Borneo	1,800,000	1,500,000
China ...	50,000	550,000
India ...	250,000	280,000
Japan ...	180,000	700,000
Netherlands East Indies		
Total	1,100,000	4,000,000
Borneo ...	550,000	425,000
Java ...	50,000*	75,000
Sumatra ...	500,000*	3,500,000
Pakistan ...	50,000	250,000
World Total ...	430,000,000	470,000,000

*1938 Production Burma 1,100,000
Java 1,000,000
Sumatra 4,600,000

passwords as "economic efficiency" or "consumer demand." But the ordinary motorist must leave them to their shag and black coffee and seek answers to the more obvious questions concerning fuel supplies. "Well," he queries, "why cannot there be a premium grade of fuel?" The answer to this one comes back to residues. From the given quantity of crude you can get X gallons of Pool at the present 70-72 octane rating. If you get cracking (literally) in the search for 80 octane you will get X gallons of 80, minus Y gallons of residue. It is more economical to produce X, for the market for residual oils isn't too good just now. Its condition can be followed by watching heavy oil prices. When they drop there is a lot of the black stuff lying around in the storage tanks and the oil companies are enticing the market to buy it. The price of oil products is used in order to balance the demand against the inevitable supply once you start to refine crude from the wells.

Free Market Price Basis

Price itself is based on Gulf quotations, the Gulf of Mexico being the best example of the free market. A daily news-sheet, *Pratts Oilgram*, gives day to day quotes. The Gulf is like the Stock Exchange except that its dealings and quotations are confined to oil.

"What about benzole?" the motorist next asks, rather like a heckler at a political meeting; in fact, the heckling was done very successfully by *The Autocar* in a recent issue (March 24). Supplies of benzole, it complained, were showing signs of dwindling or total disappearance. In the neat form this was true; mixed with Pool it is not possible to be so certain, particularly in the light of recent benzole production:—

BENZOLE PRODUCTION

	1938	1947	1948	1949 (million gallons)
Gasworks	22.8	15.5	24.4	25.8
Coke Ovens ..	57.3	58.6	65.4	66.0
Total	80.1	74.1	89.8	91.8
Allocated to cars	54.7	44.5	55.0	58.8

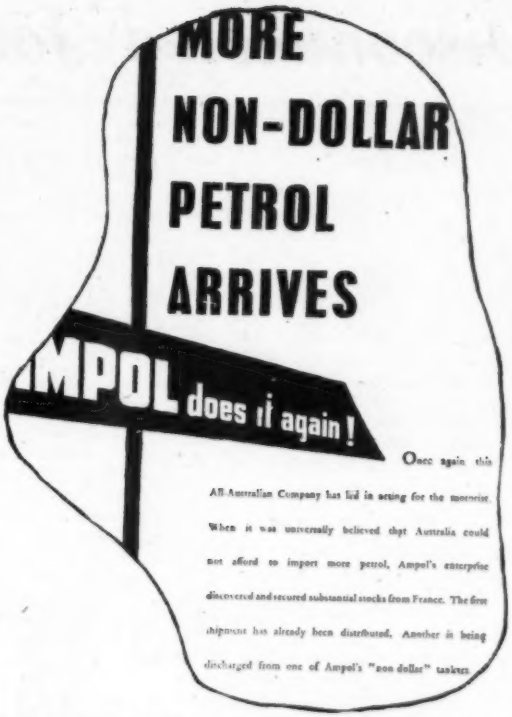
But as the number of cars increases more petrol is used and the benzole lacing per gallon may lessen as a result. However, there is no price deterrent to the oil companies mixing it, because although the price of neat benzole is more per gallon than the price of mixed Pool and benzole, the fractional loss is charged up and a refund is made by the Government, which insists that the benzole is purchased.

Spoiling the Fun

As regards neat benzole the oil companies decided to discontinue marketing it except for special users. This sounds a bit high-handed, and, in fact, would have been better done with adequate explanation. The reason was that the weakness of human nature was leading to abuse. A tanker-load of benzole was being used as an inducement to garages to patronize the company supplying it with orders for Pool; also, retail prices were haphazard, to say the least, there being no way of checking that they were in line with the fixed price. Accordingly the public suffered.

However, *The Autocar* also stated that probably ten million gallons were missing extraction; this may be, and it is not easy to check. Water gas must have something to bring its calorific value up to the required figure, and that something may be gas oil or benzole. If benzole is not used, gas oil must be bought from the oil companies for the purpose. That is the dilemma that confronts the gas industry, and it may be that more benzole is now being retained.

The perennial question regarding indigenous fuels (alcohol from peat, vegetable crops, and so on) is answerable from the economic viewpoint. Neither labour,



The suspicion that more sterling area oil existed in various parts of the world than was officially admitted was given force by advertisements like this one in the Australian Press. The company's enterprise, it states, "discovered and secured substantial stocks from France." It has since been announced that oil from Italy was refused.

materials nor plant is available for the purpose. Small quantities of unrationed fuels, alcohol-based, are available, but the price indicates the small scale of the production, and the cost. Oil from coal is even more hopeless a proposition; there isn't the coal.

Indigenous oilfields, located in Nottinghamshire mostly, produce a little; but it is a negligible quantity, and no salvation is to be looked for in this high-price direction.

In 1948-49, home-produced fuels of all kinds made up one third of the petrol refined in this country; the rest came from imported crude. Estimated petrol refining for the years 1950 and 1951 is quoted in the following table:—

U.K. PETROL PRODUCTION

1948-49	1,128,000 tons	
1950	1,680,000 ,,	(estimated)
1951	2,220,000 ,,	,,

Finally, motive. I do not intend to go deeply into this battleground of party politics, but to quote the governing factor and to leave readers to draw their own conclusions. Socialists hold as a fundamental of their doctrine that man can control his economic environment in the interest of his own well-being, and they are therefore prepared to use any control that offers. The Budget is the most powerful weapon of all in this respect, and it is in this light that Sir Stafford's Budget must be judged. Socialist budgeting has a purpose—the adjustment of the economic environment to assist Government policy. In this it supplements existing controls such as rationing, and the petrol tax changes introduced on April 18 by the Chancellor should be studied in this wider context, keeping in mind always what has gone before since 1945. Only by doing so will the oil policy at present being followed become rational and explicable.

It is often suggested that the Government have an actual dislike of motorists; I doubt this. But they undoubtedly have an evangelical passion for their ideals, and if motoring tends to obstruct this by costing dollars, it must go to the wall. The evangelist is only too frequently a bigot.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Tyres

THE left front tyre on my car has worn curiously. At one point there are two small depressions—or flats, I should say—although the rest of the tyre has worn evenly. Thinking it over I do not feel that the fault lies outside the tyre. The first flat must have been a weak spot, and the second the result of the recoil as the car bounded off the first. Anyway, it has now gone to the right side back, where I hope it will behave itself and wear evenly like a gentleman. But I'll keep an eye on its replacement.

✦ ✦ ✦

The Sluggard

THE speedometer needle had become extremely sluggish. It climbed with difficulty (and with much hard breathing, one imagined) up to the speed of the car, and returned to zero long after the driver had left his seat and slammed the door. The sluggard thus set a pretty problem.

On balance, I felt that its misbehaviour did not place my car outside the law, which demands that the instrument shall record the speed at which the car is travelling; well, it does that if it is given time to get there. I pictured the innards and working of the instrument, wondering where the sluggishness stemmed from. The drive is, of course, mechanical, a geared cable coming up to the head. Therefore this could not be travelling

Might manage it . . .

more slowly than its gear ratio would permit, however much friction there was present. At the instrument it is splined on to a revolving magnet, which revolves at the same speed as the cable. The revolving magnet induces eddy currents in an alloy armature which fits like a lid over it, but without touching, and the armature is tugged round by the magnet in proportion to the speed of the car. On the armature is mounted the needle, controlled by a hairspring, and the needle spindle is the only place where friction might be sufficient to cause the fault (I think you will agree that it must be friction).

But should I dismantle, or have it dismantled, in order to remove the friction? I look at my highly polished instrument panel and I wonder. I *might* manage it without making a mess, so *might* a service station. But all of us might not. What would *you* do?

✦ ✦ ✦

The Wrong Idea

WELL ahead of me on a clear road a young mother left a shop, offspring to hand, looked both ways and then ran across pavement and the road, both of them enjoying the scamper, only too obviously.

Great fun, but undoubtedly the wrong way to teach road sense. The four-year-old would remember the dash on a future occasion, and the fun that it was to dash, and do likewise. Unfortunately, the chances of his

Enjoying the scamper.

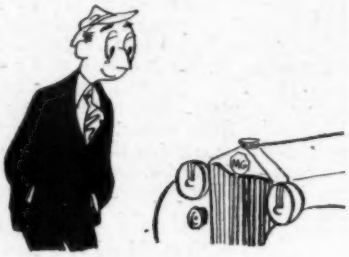
looking both ways before he did so would be slim. Even on a clear road, parents should proceed slowly, stopping at the kerb-edge, and teaching their charges to look both ways at that point. *Quis custodiet ipsos custodies?*

✦ ✦ ✦

Home Again

HOW certain well-loved cars assume a personality! Years ago, the late Cecil Kimber lent me a 1½-litre M.G. "to play around with" for a week or two (you could do it in those days), and since then I have followed the M.G. range with maternal interest. The 1½-litre met with my full approval and the other night I renewed acquaintance with it.

The experience was like going home after a long absence. I settled in the seat, groped unfamiliarly for the light switch, found it and immediately the rest of the knobs became instinctive. There was a moment's hesitation when I wanted reverse; left or right? Memory plumped for right, and sure enough it was. Before many miles were gone the little saloon was zipping round the bends in the



Backward progress to youth.

well-remembered fashion and a few more years had been passed in The Scribe's backward progress to youth again. I always feel that the 1½-litre is a *young* car. There is an elasticity about its progress along the road that humans lose as the joints stiffen.

✦ ✦ ✦

Petrol

THE most fatuous argument for the increased tax on petrol was first stated by Mr. A. Robens, the M. of F. and P. Parliamentary Secretary, and it has since been repeated in surprising quarters. Let's knock this nonsense on the head quickly, before it gains more credence. When a man is balancing up his expenditure against his income, only two things matter; what he gets and what he spends. If his overall motoring expenditure has gone up it does not matter one bit if his cost per mile has gone down; he has been forced to spend more money. The Government were very cunning in permitting the increased ration at the same time as the tax was increased; the Robens school of economics can be relied upon to confuse the average man over such matters. Here it is in figures: a monthly ration of three gallons of petrol at 2s 3d costs 6s 9d; a monthly ration of six gallons of petrol at 3s costs 18s. And if you decide to use only three gallons of your new ration, they will still cost you 9s instead of 6s 9d.

✦ ✦ ✦

Intimidation

I HEAR from well-informed sources that the other reaction to the tax is, "I hope to goodness there won't be too much agitation or they will take it off and we shall lose 90 miles a month." This inflames my British blood, for it is a sign that we are beginning to accept government by intimidation, and that is a sad state of affairs for Britain. Already something of the kind applies with red petrol offences, but if, now, we are to be prevented from denouncing injustice for fear of consequences then we are on a slippery slope.

In the

MILLE MIGLIA

a

Jaguar

XK 120

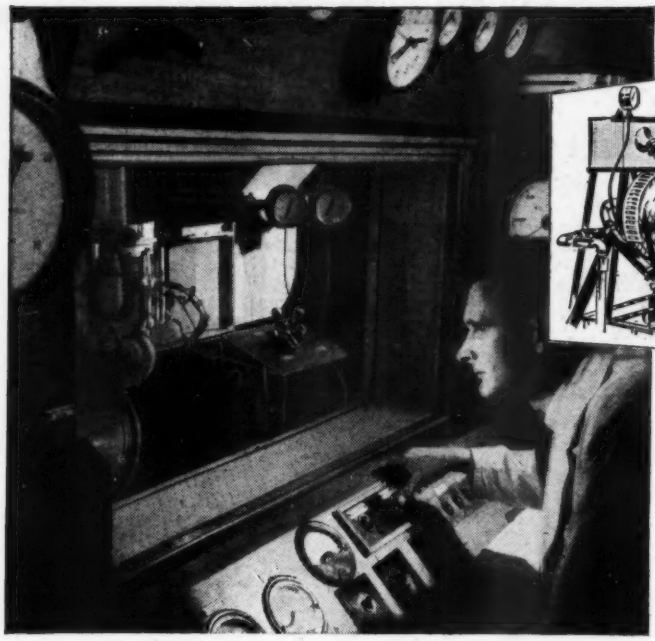
privately owned, entered and
driven by Mr. Leslie Johnson
was the

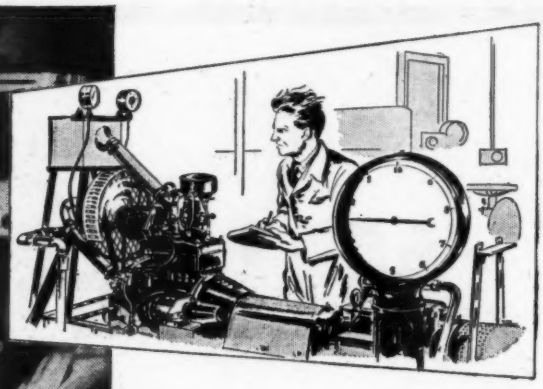
FIRST BRITISH CAR

to finish in this gruelling race, being
placed fifth in general classification

(Subject to Official Confirmation)

JAGUAR CARS LTD. COVENTRY

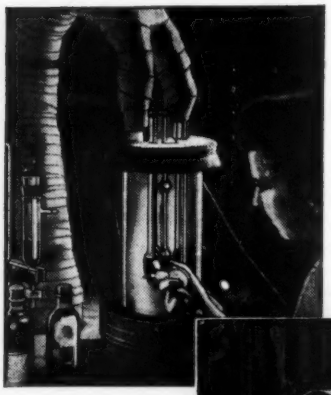




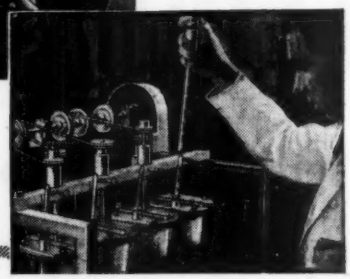
Exacting tests guarantee the performance of

Essolube is continuously subjected to engine tests under conditions far more rigorous than those likely to be encountered in use.

Essolube



Constant research in the Esso Laboratories has developed Essolube's astounding fidelity of performance. That is why the leading motor-manufacturers and garages alike recommend Essolube—the oil for wiser drivers.



(LEFT) Low temperature viscosity tests determine the behaviour of a lubricant under severe climatic conditions.
(RIGHT) Determining the extent to which a motor oil will deteriorate through oxidation.

LEADING MOTOR MANUFACTURERS RECOMMEND ESSOLUBE

the oil for wiser drivers

ANGLO-AMERICAN OIL COMPANY LIMITED

NEWS and VIEWS: INSURANCE UP FOR INCREASED BASIC

Basic Insurance

AS a result of the increase in the standard petrol ration, insurance firms will reduce the discount to basic-only motorists from 40 to 20 per cent.

Standard Ration

THE new petrol ration books will be available from motor taxation offices, and post offices transacting motor taxation, from next Monday, May 8. The coupons will be valid from the day of issue.

£13 All In

AN answer in the House of Commons last week gave the information that a flat rate Road Fund tax of approximately £13 would be necessary in order to eliminate the discrimination against old cars which applies at the moment.

Editorial comment on this matter will be found on page 511.

Rootes' Cars for Vienna

A COMPREHENSIVE range of cars produced by the Rootes Group will be displayed by their local distributors at the Vienna Show from May 14 to 21. Main modifications made recently are the reduction of three hundredweight in the Humber Hawk and its increased seating width.

Japanese Production

IN contrast to reports from most parts of the world describing car production increases comes news of a slump in Japanese output. The trouble is not a result of supply shortages but lack of home demand for vehicles. Output at present is only 60 per cent of the productive capacity.

No Obstruction

IN a recent court case a motorist was found not guilty of obstructing the police in the execution of their duty, the judgment being based on two previous cases, one in 1906 and the other in 1910. The motorist in question was alleged to have overtaken a lorry which was being followed by a police car and to have warned the driver of his pursuers.

A tyre designed for running on snow has been produced by Dunlop's factory at Toronto, Canada, for use on Rootes Group cars in that country. It is of the "knobbly" type, with a tread pattern sufficiently widely spaced to avoid clogging.

New Ford Designer

A NEW chief engineer, who will be responsible for all design engineering, has been appointed by the Ford company of Dagenham. He is Mr. E. O. Schjolin, and his experience in the design engineering field of the motor industry in England, Sweden and America is considerable. He was concerned with the design and development of the Swedish car, the Volvo.

For Personal Export

NEW showrooms in Berkeley Square, London, W.1, of the Berkeley Square House Garage, Ltd. were opened with a reception at the premises on April 26. This firm has been nominated by the Standard Motor Company to handle all the cars for delivery to foreign visitors, under the personal export scheme. The importance of the scheme was emphasized by the line-up of Vanguards in the subterranean garage, awaiting delivery to buyers from abroad. Here cars can be serviced by the most up-to-date methods before collection for shipment, or for touring in this country.

Running-in Speeds

FOLLOWING the attention which was recently focused on new car over-driving, the following table of manufacturers' recommended speeds, issued by the S.M.M.T., is illuminating. It will be noticed that only seven of the makes or models listed are restricted to 30 m.p.h.

Make	Model	Maximum speed, first 500 miles.
A.C.	All models	35 m.p.h
Allard	"	35 "
Alvis	"	50 "
Armstrong Siddeley		40 "
Aston Martin	2-litre 4-cylinder	55 "
Austin	A-40	30 "
	A-70	40 "
	A-90	45 "
	A-125	40 "
	A-135	40 "
Bentley	All models	No limit
Bristol	"	60 m.p.h.
Citroen	Light Fifteen, 4-cyl.	30 "
	22.6 h.p. 6-cylinder	45 "
Daimler	All models	May be driven at full throttle—but not recommended for prolonged periods.
Ford	Anglia	30 m.p.h.
	Prefect	30 "
	Pilot	30 "
Frazer-Nash	All models	60 "
Hillman	Minx	35-40 m.p.h
Humber	Hawk	35-45 "
	Super Snipe	35-45 "
	Pullman	35-45 "
Jaguar	All models	40-45 "
Jensen	"	50 m.p.h.
Jowett	Javelin	35 "
Lagonda	2½-litre 6-cylinder	65 "
Lanchester	10 h.p.	40 "
Lea-Francis	14 h.p.	40 "
	18 h.p.	45 "
M.G.	All models	35 "
Morgan	"	40 "
Morris	"	35 "
Renault	"	30 "
Riley	"	35 "
Rolls-Royce	"	No limit
Rover	"	40 m.p.h.
Singer	9 h.p. Roadster	45 "
	S.M. 1500	45 "
Standard	Vanguard	40 "
Sunbeam-Talbot	80	35-45 m.p.h.
	90	35-45 "
Triumph	All models	40 m.p.h.
Vauxhall	1½-litre, 4 cylinder	30 "
	2½-litre, 6-cylinder	40 "
Wolseley	All models	35 "

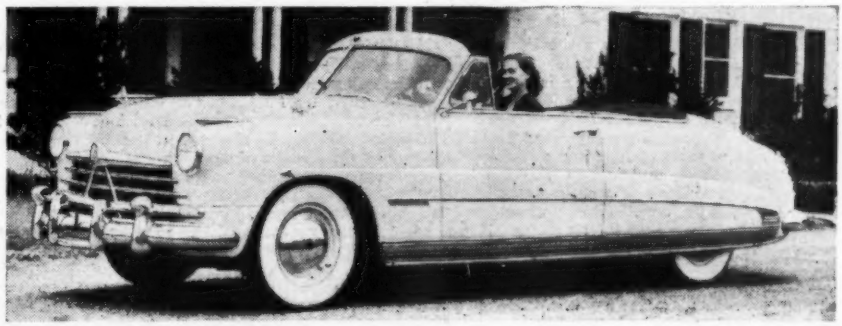
Talking Turbocars

ON April 24, Mr. G. Geoffrey Smith, Editorial Director of *The Autocar*, lectured on the experimental Rover turbocar to an audience of automobile engineers in the U.S.A. He was speaking at Dearborn, Michigan, which lay on the route of his itinerary for a tour of the automobile and aircraft industry of the U.S.A. following his visit to the New York Show of British cars.

Naturally enough, in this centre, of

NEW HUDSON CONVERTIBLE

Hudson's 1950 Custom Commodore convertible model has the alternative of the 123 h.p. six-cylinder or 128 h.p. eight-cylinder engine. The body, like other current American bodies, has considerable protection for the full-width sides in a deep plated strip along the bottom edge of the panels and a smaller strip above. The front, with its massive bumper and chromium Stonehenge of over-riders, remains heavy in appearance.



NEWS and VIEWS . . . . . continued

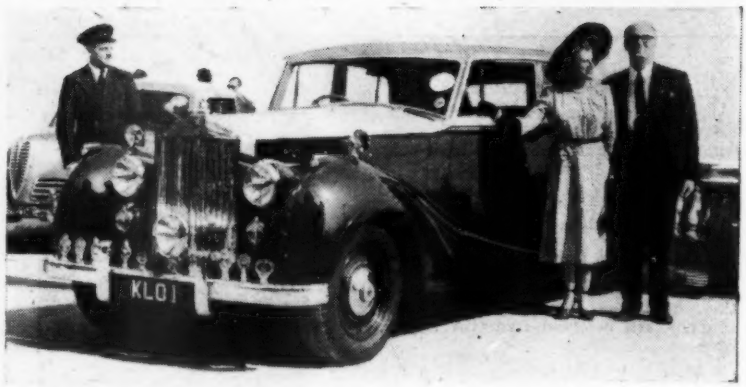
the American industry engineers were extremely interested in the technical details of the new turbocar and many keenly interested questions were put to the lecturer in the discussion following the meeting.

At the four-day Aeronautic Meeting of the American Society of Automotive Engineers held in New York, the future of air transportation was discussed in all aspects. Turbine propulsion, by both airscrew and jet, was examined in detail by Mr. Geoffrey Smith. His observations are recorded in *Flight* of April 27.

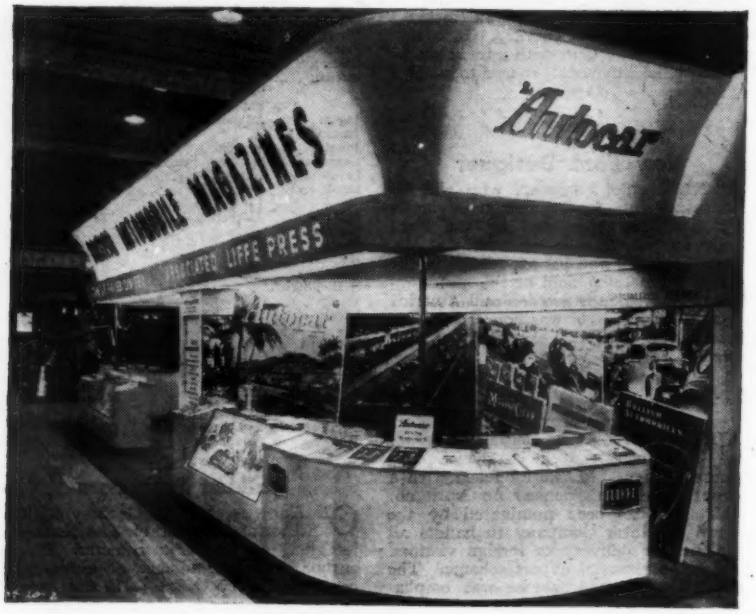
Kylesku Ferry

THE ferry service at Kylesku, in Sutherland, has been put into operation with a temporary boat. It is not equipped with a turn-table and motorists are warned that careful reversing will be necessary on leaving the boat.

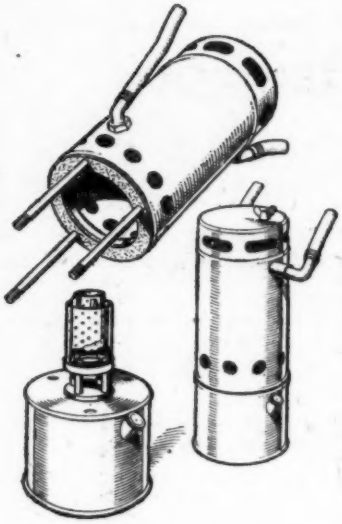
The service is operating daily from 9 a.m. to 9 p.m. except at low tides. The telephone number is Kylestrome 400. There is no charge for the service.



Showing the flag: This magnificent Rolls-Royce Silver Wraith, owned by Mr. G. H. Lotery, won the Aga Khan Cup at the Cannes concours d'élégance early this spring. It has James Young coachwork, with interior fittings and facia of pale grey sycamore, matching grey and black paintwork. This car has previously won awards at Monte Carlo and in English events.



Also showing the flag: The striking stand on which *The Autocar* was featured, with associated journals published by Iliffe and Sons, Ltd., at the New York Show of British cars.



The lamp and water jacket units on the Parkinson and Cowan heater for circulating warm water in the engine cooling system.

Rust Remover

RECENTLY introduced by the Pyrene Co., Ltd., Great West Road, Brentford, Middlesex, Preperite is a new liquid for cleaning rust from iron and steel, and corrosion products from non-ferrous metals and alloys. It is applied by brushing or immersion, after a simple degreasing process, and is very rapid in action. Five minutes of treatment, followed by washing, is sufficient, and since no scouring or similar treatment is needed Preperite should find many uses in industry. A further use is in "passivation" treatment of metal parts during storage or shipment, as in c.k.d. export of motor vehicles.

"CENTRAL HEATING" FOR CARS?

THOUGH it is not yet on the market and still subject to development, an interesting engine-warming device has been patented by Parkinson and Cowan (Gas Meters), Ltd., Engineering Division. The idea is to provide the anti-frost protection of an electric immersion heater, the efficiency of which is not defeated by cold wind in open-air parking as a lamp may be, by means of a paraffin stove. As a basis there is a lamp of the very efficient vaporizing, blue-flame type, fitted with a water jacket and much resembling a miniature household geyser. The water jacket is connected by two pipelines to the upper and lower hoses of the car's water system, thus providing a thermo-syphon circulation.

Such a lamp might be permanently mounted under the bonnet, if there was room, for it is of the safety type, with wire gauzes; or it could be clipped to the bumper when the car was left, the pipes being connected by a self-sealing, quick attachment valve fitting such as that used for lorry trailer brakes. It should certainly be economical of paraffin and effective in action, for it would embody well-tried lamp principles. Parkinson and Cowan intend that the device should be made by one of the motor accessory manufacturers.

QUICK SERVICE

ACCESSORY SHOWROOMS

RECONDITIONED UNITS

CAB AND SHEET METAL REPAIRS

GIANT TYRE REPAIRS

ELECTRICAL SERVICE

PAINTING

Highlights OF ROOTES SERVICE ORGANISATION

RECONDITIONED UNITS

The Rootes Service Organisation places at your disposal a complete range of Reconditioned Service Units available from stock. The repairing of vehicles by unit replacement, which ensures the minimum of inconvenience to the owner, is just another feature of Britain's Finest Service Organisation.

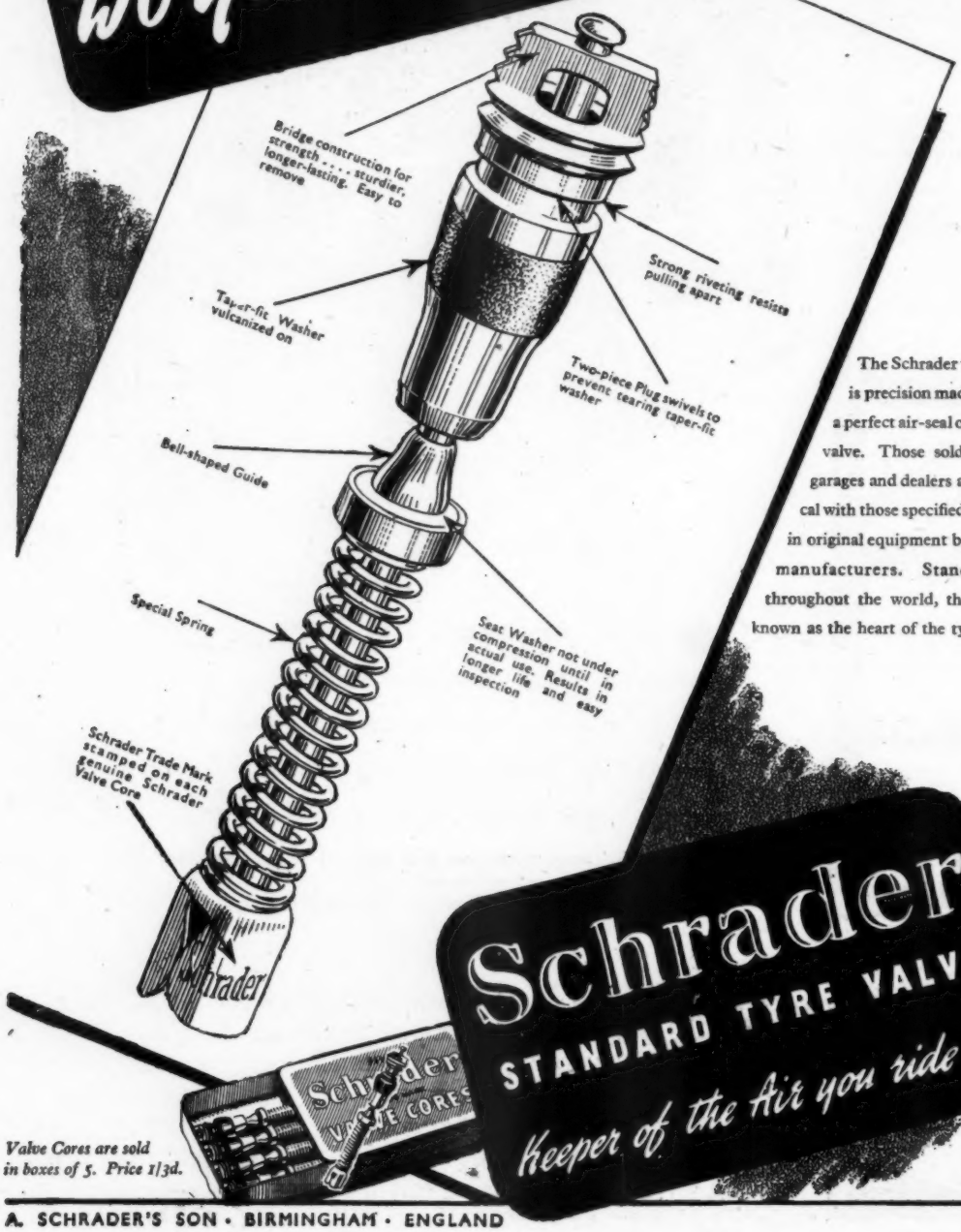
ROOTES

DAY AND NIGHT SERVICE

LONDON - LADBROKE HALL, BARLBY RD. LADBROKE 3232
BIRMINGHAM - 90/94 CHARLOTTE STREET - CENTRAL 8411
MANCHESTER - OLYMPIA, CHESTER ROAD BLACKFRIARS 6677
MAIDSTONE - MILL STREET - - - - MAIDSTONE 3333
CANTERBURY - THE PAVILION - - - CANTERBURY 3232
ROCHESTER - HIGH STREET - - - - CHATHAM 2231
FOLKESTONE - 86/92 TONTINE STREET FOLKESTONE 3156

HEAD OFFICE AND EXPORT DIVISION: DEVONSHIRE HOUSE PICCADILLY LONDON W.1

Do you know THE CONSTRUCTION OF THE VALVE CORE?



The Schrader valve core is precision made to form a perfect air-seal on the tyre valve. Those sold through garages and dealers are identical with those specified and used in original equipment by the tyre manufacturers. Standardised throughout the world, the core is known as the heart of the tyre valve.

Schrader
STANDARD TYRE VALVE
Keeper of the Air you ride on

Valve Cores are sold in boxes of 5. Price 1/3d.

A. SCHRADER'S SON · BIRMINGHAM · ENGLAND

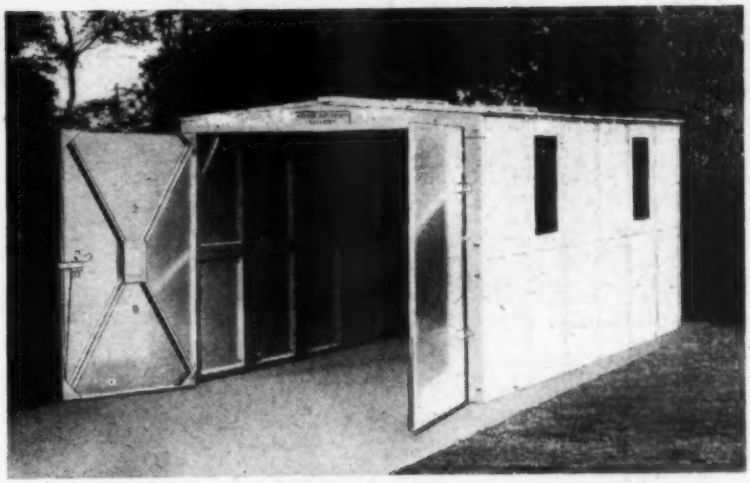
CONCRETE AFTERMATH

FURTHER HISTORY OF A SECTIONAL GARAGE

A LITTLE while ago I had considerable fun erecting a Batley sectional concrete garage to house one of the family's cars (*The Autocar*, September 2, 1949). Subsequently it became obvious that garages are the centre of a wide circle of serious interest, and several things became apparent. For one, a number of people wrote in some indignation to say that, judging by the photographs, the garage was inside out. Well, Batley garages can be put up either way.

The next point was a suggestion that, the way I described it, the garage could not be put up easily by hand. It happened that my assistants on the occasion in question were, in fact, very large, muscular men, but I agree that it was not altogether fair to the garage—because it is literally true that all the component parts can be lifted into position by hand.

But to settle the matter beyond doubt or dispute, Batley, Ltd. have now published the weight of the various components, and the table shows the standard panel weight to be 120 lb, the window panel 9 lb, and the 11ft roof beam (which is the only part that has to be lifted any height) 200 lb. The upright posts vary from 100 to 54 lb, according to type, while the roof panels (which are particularly easy to put in position) weigh 100 lb. The ridges, as they are called, weigh 20 lb.



Batley concrete garage with the aluminium doors in position; the hinges are secured by long light alloy studs positioned through holes already formed in the concrete posts, and held by light alloy nuts. The makers are Ernest Batley, Ltd., Coventry.

At the time the garage was built it was impossible to obtain doors, there being one of the usual crises in such matters. Accordingly doors were improvised, and served very well; but that did not suit the constructors, who insisted quite recently upon providing the most magnificent pair of light alloy doors that I have ever seen—very large, properly stiff and almost featherweight. These doors were put in position in about an hour.

I have not had any leakage, and I took precautions beforehand. But there is a special plastic available as a seal.

The price of the garage has also been reduced. The smallest example is £50, and the largest £64. S. C. H. D.

AUSTIN A.40 ESTABLISHES RECORDS—IN SPITE OF DEER

JUST what happened to the Austin A.40 record run on April 27-28 at Westhampton airfield circuit, Long Island, New York, is not yet clear in the absence of the official A.A.A. list of records established, but it seems that the British saloon has succeeded in most of its endeavours; 36 records are claimed between two cars.

With Alan Hess and Goldie Gardner alternating at the wheel, the run, scheduled to occupy 24 hours, began auspiciously, Hess claiming six records in the first two hours (25 km, 25m, 50 km, 50m, 75 km and one hour); the average speed was given as 66 m.p.h. Later—after about nineteen hours—a deer leapt out at a difficult corner of the circuit and missed the car by inches. As the surroundings were hidden in a mist darkness the effect on the drivers was startling, but what followed was more startling. Gardner was driving, and 24 records had been claimed by the A.40 when the deer returned to the attack and leaped at the car; there was no alternative but to let it commit suicide, and the car was sufficiently damaged to put a stop to the attempt, although it was able to get back to the pits under its own steam. Up to the time of the mishap the car was stated to have covered 1,000 miles at an average speed of 64.8 m.p.h. Hess announced that they would use a duplicate car to attack twelve short-distance marks.

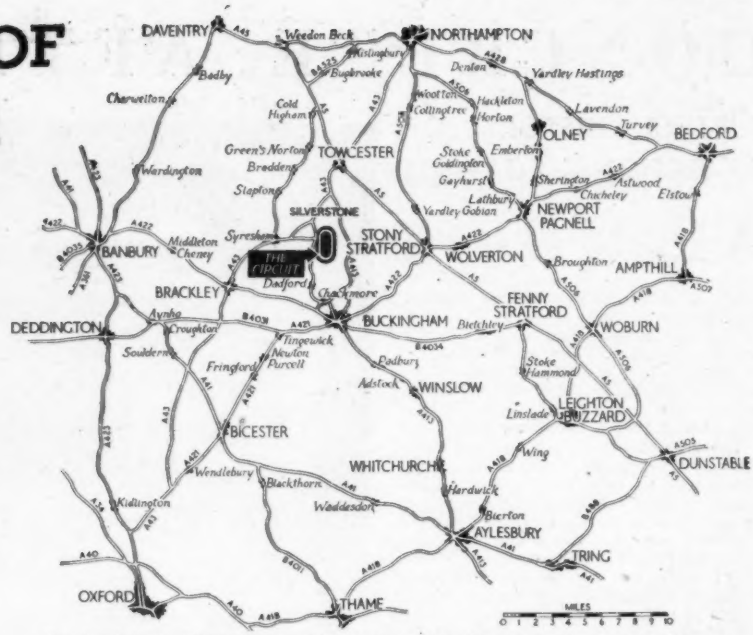
A.40 safari—and Goldie Gardner returns to base with the bag and the damaged Austin.

Conditions had been difficult throughout, sea mist causing a lot of trouble. Oil marker lamps had been placed at awkward bends for the night spells, and drivers had two hours apiece at the wheel. Hess left the track once at a sandy bank and took eleven minutes to regain the fairway, and Gardner said that at one time visibility was reduced to twenty yards.

At the conclusion, Hess claimed that the A.40 had taken all but two of the twenty-six records available during the run, and that with the twelve short-distance records hoped for only the 24-hour and the 2,000 km records would escape the Austin. Later cables claimed that in all, subject to confirmation, 36 records were taken.

THE RACE OF THE YEAR

GETTING SET FOR THE GRAND PRIX D'EUROPE AT SILVERSTONE



Focal points for Silverstone are Towcester and Buckingham, the circuit being an easy distance from both towns.

ON the thirteenth of May the second British Grand Prix in the post-war series will be run at Silverstone under the auspices of the R.A.C. This year the race bears two added distinctions; the first, the title of the G.P. d'Europe, which should make it the premier national Grand Prix race of the year, and the second, the honour of the presence of their Majesties the King and Queen. This will be the first event of this calibre in England to be so honoured, although the King attended Brooklands meetings on several occasions before his accession.

Also in the programme is an international Formula 3 (500 c.c.) race, which has attracted an enormous entry and will consequently be run in two heats and a final. Starting times of the various events will be as follows:

500 c.c. RACE

First heat	11.00 a.m.
Second heat	11.30 a.m.
Final	12.30 p.m.
G.P. d'EUROPE	3.00 p.m.

The full Silverstone circuit will be used, the length of which is two miles, 1,564 yards—2.889 miles. The heats of the 500 c.c. event will be run over five laps (14.44 miles), and the final over ten laps (28.89 miles), and the Grand Prix has been reduced this year to a length of 70 laps, equivalent to 202.2 miles.

All stand accommodation has now been sold, but admission can still be obtained to the enclosures, at 6s per head if bookings are made in advance, or 7s 6d at the course. Parking charge is 10s per car. These charges apply to the Brown, Yellow and Blue enclosures; admission to the Red enclosure is restricted to members of the promoting and affiliated clubs.

Broadcasts appertaining to the race will be made by the B.B.C. in the Light Programme at the following times:

FRIDAY, MAY 12
6.30 to 7 p.m. Pre-race story, and late news from the course.

SATURDAY, MAY 13
2.05 to 2.20 p.m. Arrival of their Majesties.
2.50 to 3.15 p.m. Commentary.
3.30 and 3.45 p.m. Two-minute progress reports.
4.00 to 4.15 p.m. Commentary.
4.30 and 4.45 p.m. Two-minute progress reports.
5.00 to 5.30 p.m. Commentary.

Next week *The Autocar* will publish the full list of entries, together with final details of the race organization.

Motoring Matters Occupy Parliament

DURING the past few days motoring matters have occupied the attention of Parliamentary members to an almost unprecedented degree. Interest had, of course, been stimulated by the Budget, and critics of the Government are seizing every opportunity to point out that motoring and the motor industry are not being handled wisely.

An unexpected tribute was paid to the industry by Mr. Harold Wilson, President of the Board of Trade, during the debate on Anglo-Canadian trade. He described car exports to Canada as "spectacular." When he listed the figures he was interrupted by the interjection "Mr. Lord, of Austin's!" Mr. Wilson remarked that the heads of industry had been thanked many times by Ministers, and concluded by saying that they had done a "first-class job."

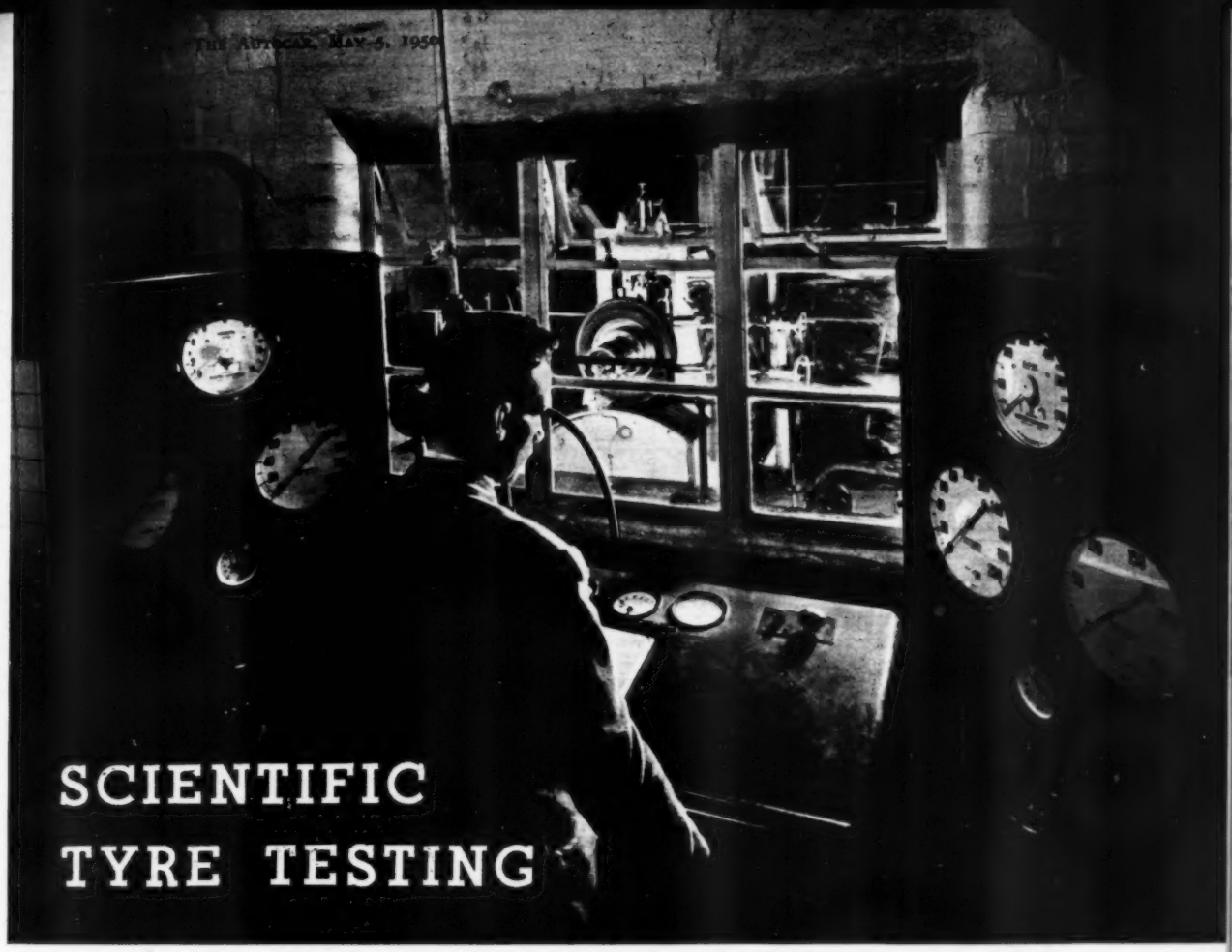
The atmosphere was less cordial when it was suggested that red petrol might now be abolished. Mr. Geoffrey Lloyd said that the red petrol scheme had been introduced by the Government largely "to facilitate a change of mind on their own part." However, the Minister of Fuel and Power would not depart from the present arrangement. A similar negative reply greeted the request that the differentiation between E and S supplementary coupons should be abolished. Mr. Lloyd pointed out that this was a wartime measure, but Mr. Noel-Baker refused to budge, saying that Britain had not recovered from the effects of the war. E coupons are literally essential, S are issued to those who have a valid claim for extra petrol—a fine and somewhat difficult distinction to grasp.

When the Minister was asked what steps he had taken to purchase the 30,000,000 gallons of petrol from Italy which Australia refused (see page 515), he said that oil companies carried out purchases, and that their attention had been drawn to this petrol; they had, however, to take into account price and quality before purchasing.

The problem of rigid export quotas in the face of flexible demands overseas was broached by Mr. Bossom, who asked for more consultation. In reply, Mr. G. R. Strauss, Minister of Supply, said that manufacturers could adjust exports and home market quotas quarter by quarter, but that the year's quota was rigid. This method was described by Mr. Bossom as creating "a wholly impossible and ridiculous economic position," to which Mr. Strauss replied that the economic position would be far worse if Britain did not continue to export the major part of her car manufactures. Mr. Bossom agreed, but retorted that the country did not want to get into "the stupid jam which the Minister was creating by the present procedure."

Another little storm arose over the purchase of second-hand cars from the Government by local officials at list price plus purchase tax but less depreciation. Mr. Strauss said that the arrangement was made in order to avoid having to pay the scarcity prices that were ruling elsewhere, but the cars were used only for official business. This was described as a "second-hand car racket" by a member. Another member pointed out that other cars sold by the department at auction fetched higher prices than list, showing that they were in good condition. Did not the fact that the Government was selling cars only two years old indicate that it was getting more than its share of new cars? Mr. Strauss repeated that they were old cars not required. Interjection: "Two years old!" Mr. Strauss: "Over three years old."

The Minister concluded his defence by saying that it was the duty of the Government to get the highest price when selling, but that when the cars were retained by public authorities for official use there was justification for a reasonable price.



SCIENTIFIC TYRE TESTING

Entire command of the testing is in the hands of the engineer, standing in his sound-proof control room. The large dials on the left record hydraulic pressure from the force-measuring gear.

A UNIQUE RIG FOR THE MEASUREMENT OF PERFORMANCE

THE substance of the work done by research engineers at the Avon India Rubber Company, Melksham, Wiltshire, in designing (with Heenan and Froude, the makers) a tyre-testing rig, as often with research, lies in the measurement of values not formerly easily measurable. Previous tyre testing, which is not by any means wholly superseded, consisted very largely of road tests for different tyre strengths, treads and so forth, for examining wear and motoring properties. Road testing takes much time and fuel, and the risk, for tyre work, is that the time and cost may render the data obtained too late to be of value; also, from the scientific standpoint, conditions are not easily controllable in the open air. The value of the new rig, which has been in use for some months and is, at present, the only one of its kind, may be understood by considering the forces involved when a car takes a corner, all of which are the responsibility of the long-suffering tyre.

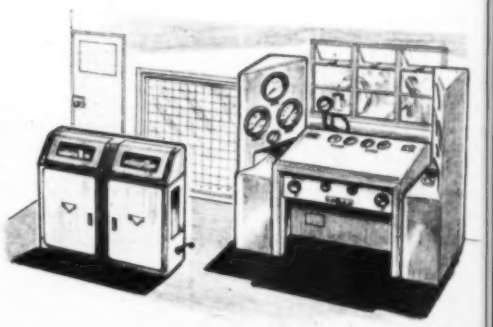
First the weight of the car pressing the tyre on to the road; then the resistance to centrifugal loading which prevents the car from taking a tangential path instead of the required curve (this is the cornering force). There is also the tendency of the tyre to straighten the wheel, which is normally resisted by the pressure of the driver's hands on the steering mechanism. This is the self-aligning torque. It must be realized that the castor action does not rely entirely on a castor angle for the wheel, and the returning action is to a certain extent the product of the tyre's own self-aligning power. The tyre is also being distorted thus generating heat in the structure. This is a waste of power.

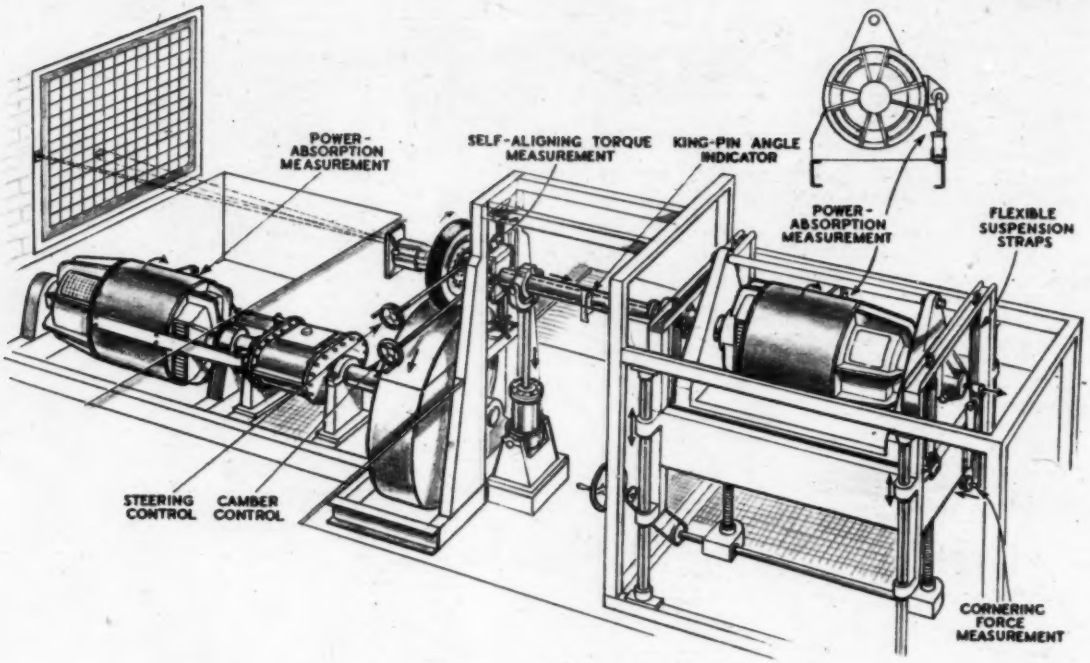
These forces, as well as the power absorption of the tyre, can all be accurately measured on a running tyre. The tyre is, in effect, run on a "car" which consists of a system of mountings in which the stresses can be measured.

An example of the application of the test equipment may be considered in the study of tyre squeal on a given design. The only way to reduce this is to run at a smaller cornering angle, or to increase the "cornering power" of the tyre.

The effect, in terms of cornering force, of any change in tyre design is quickly apparent on the rig. The value of the equipment is likely to increase, and although little can be said, for evident reasons, of the present work on tyre design, motorists will already be aware of the problem of tyre wear with modern suspensions. The already arduous life of the tyre promises to become worse and the time may be envisaged when suspensions and tyres are designed in close collaboration. The data from such test equipment will then be invaluable. The wear-accent has already shifted from the driving tyres, on most types of car, to the cornering tyres, or from rear to front.

The rig is composed of two Heenan





The test rig. Each of the two dynamometers can drive or be driven ; that on the left can drive the "road" on which the tyre (centre) travels, while that on the right drives the test rim of the tyre, which in turn drives the "road." The right-hand dynamometer can be moved vertically to alter king pin angle, and to load the tyre.

SCIENTIFIC TYRE TESTING . . . . . continued

and Froude electric dynamometers, each of which can drive, or be driven, to simulate braking effects. The electric dynamometer records power by taking the torque reaction from the encased stator windings, by means of a beam and hydraulic capsule. The first dynamometer drives the wheel assembly on which the tyres to be tested are mounted, through a shaft containing two Bendix-Weiss universal joints, to accommodate the movement of the tyre when run at varying loads and positions. The tyre itself transmits the drive, as described, to the second dynamometer by means of a drum on which the tyre is "running."

The whole of the first dynamometer is movable vertically to accommodate a range of tyre diameters. The shaft, and flange for carrying the tyre, are so arranged in roller guides, with turning mechanism, that the steering and camber angles can be altered for the purposes of the test. The drum is of a diameter chosen to give 300 revolutions to the mile.

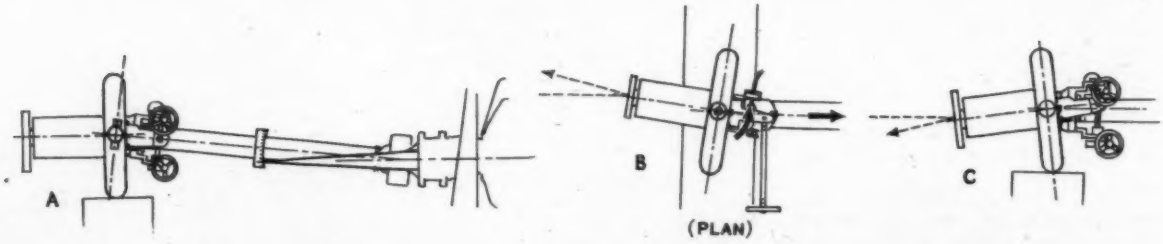
Recording Method

Hydraulic capsules, one in the turning gear, and another in connection with an arm moved by the axial movement of the main shaft, record the pressure that can be converted into values for cornering force and self-aligning torque. A typical set of valves, at given slip angle, would be tyre load, 980lb; pressure of inflation, 28lb per sq in; speed 32 m.p.h.; cornering force, 250lb; and self-aligning torque 40lb per ft. The lines from all the capsules are led into the remote control room, where the values for the dynamometers and for the forces mentioned can be read.

In the control room, which is somewhat reminiscent in general appearance of those used for aero-engine testing, it is possible to carry out the test in sound-proofed conditions, only entering the test chamber to vary the angular setting of the tyre under test, and to make adjustments.

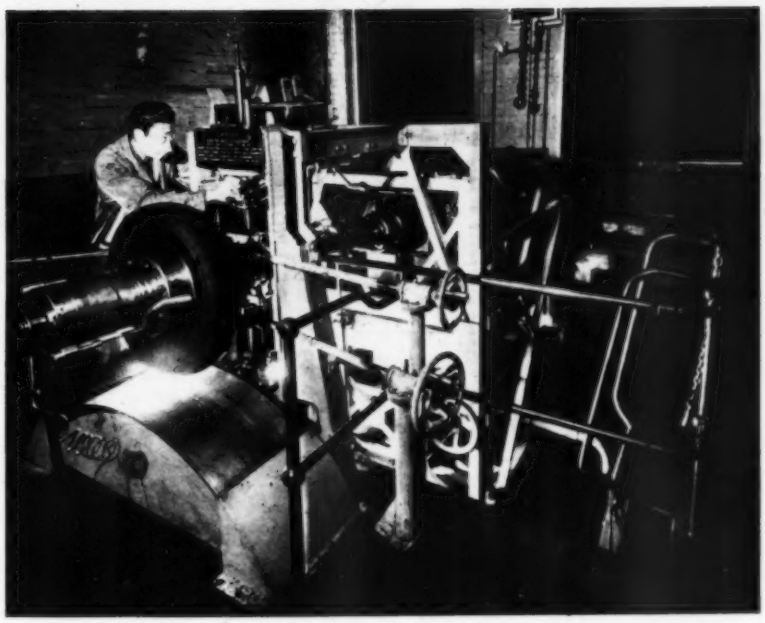
Variations in the steering angle and the camber can be recorded optically on a large glass screen, using a non-

Adjustments which can be made to the running angles of the tyres : A—king-pin inclination. B—self-aligning torque. C—camber angle of the tyre.



rotating mirror on the end of the tyre-carrying shaft. There is automatic inflation for the tyre being tested, so that pressure may be kept constant during the test, despite the effect of power absorption and heating—yet another controlled condition for the benefit of accurate testing. Provision is made for calibrating the instruments.

The variations in camber and steering angles are naturally small, and ranges of some 0-5 and 0-12 degrees can be obtained. It was interesting to listen to the various notes of tyre squeal emitted by the tyre under test, which evinced this symptom at about 4 degrees steering angle. What exactly is taking place during this rubber-removing condition is one of the subjects under investigation at Melksham. To guard against damage, should a tyre fail under test, the fall of the shaft cuts off all power and stops the rig.



A setter enters the test room and makes adjustments to obtain the exact conditions under which the particular tyre is to be tested.

Power Absorption

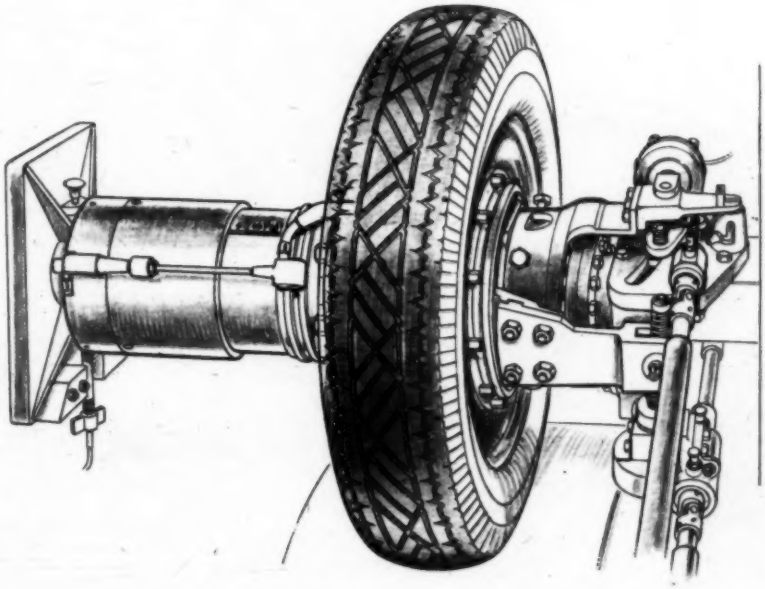
It will easily be seen that the power absorption of the tyre (resulting in the heating of the tyre and its air) can be measured by the output-input difference between the respective dynamometers, when allowance has been made for the losses in friction and air resistance. Power absorption varies enormously, and rises with high speed, so a high-performance tyre has to have much account taken of this factor in design. It is interesting to notice that at cruising speeds, some 1-2 h.p. is being absorbed by the average tyre. By varying the dynamometer loads, conditions such as climbing, when the speed may remain the same but the power transmission is higher, can be simulated.

Measurement of tyre power consumption is important, since the heat which is generated wastes fuel, and helps to destroy the tyre. It causes casing fatigue and tread separation. The power consumption can be reduced by modifying the internal design of the tyre. Between 80 and 90 m.p.h. the percentage increase in power consumption, as shown by test curves, is about twice as great as between 40 and 50 m.p.h.

Conditions which have to be correlated to those on the road, are the effects of air cooling, for the test-rig tyres are not specially cooled, and of the circular drum, which has a different effect on the tyre from that of the flat surface of the road. Increased precision in research may mean increased difficulty in interpreting the results. The problem (it is to some extent a statistical one) that faces the tyre designer with his new data is that of deciding the effect on any particular test of variations in the individual tyres. Tyre variation among tyres of supposedly standard pattern is considerable. It is useless, in research, to grasp at "thous" and ounces, while inches and pounds slip through the fingers.

Generally, the rig gives the tyre a more exacting test than would road conditions, but correlation with road testing is becoming more and not less important as a result of the new rig. Tyre design is a matter of compromise between opposed qualities of wear and "ride." The new data now available assist in a satisfactory solution. The new rig provides it swiftly.

The never-more-important quality of the product is the flower of just such well-rooted research as this at Melksham, and here the factory and market town reveal the uneasy but at the same time impressive fusion of industry and country that is a special feature of England at the present time, and may be the salvation of both, if well managed.



Close up of the test tyre and turning gear for steering and camber. The mirror is attached to the non-rotating part of the assembly.

Lancia Aurelia

V-SIX ENGINE AT FRONT

SINCE the Lancia Aprilia went out of production a few months ago, after a career extending over 14 years, the arrival of its successor has been awaited with great interest, and the new car, the Aurelia, is being revealed to the public at the Turin Motor Show which opened this week.

Technically, the Aurelia is one of the most interesting cars evolved in post-war Europe, yet the requirements of present-day motorists have been met without abandoning the traditional features of Lancia design and the unique character which has made the *marque* famous. It is a fine example of the way in which Italian designers have been taking a detached look at the automobile as at present known, and seeking new solutions to old problems without resorting to freakish experiments.

The Aprilia could no longer meet the current demand for more body space, better visibility, greater luggage capacity and more graceful body lines, but Ing. Jano has succeeded in providing these features in the new car without sacrificing the Lancia qualities of lightness, liveliness, good acceleration, high cruising speed and economical operation. It was a difficult task, and has called for bold innovations in engine design, mechanical layout, transmission and suspension. Yet the car still has the integral construction and vertical coil spring front suspension which have been seen on Lancias since 1923 and, like its predecessors, it is offered as a pillarless four-door saloon which is exceptionally easy to enter.

For the first time, Lancia introduce a

SPECIFICATION

Engine.—Six cylinders, V formation at 60 deg. 70×76 mm, 1,754 c.c. Overhead valves inclined at 52 deg in hemispherical combustion chambers. Operation by push-rods and rockers from single camshaft. Compression ratio 6.85 to 1. 56 b.h.p. at 4,000 r.p.m. Maximum torque 78 lb ft at 3,000 r.p.m.

Transmission.—Two-piece propeller-shaft driving dry single-plate clutch and four-speed gear box at rear in unit with differential. Steering column change. Synchromesh for second, third and top. Geared-up top. Overall ratios: 13.44, 8.65, 5.82 and 4.05 to 1. Reverse 17 to 1.

Suspension.—Coil springs in vertical slides at front enclosed in oil bath with integral hydraulic dampers. Independent at rear by single wishbones and coil springs with double-acting piston-type dampers.

Brakes.—Sabif hydraulic on all four wheels. Rear brakes inboard on differential casing. Hand brake operates shoes in rear drums.

Wheels and Tyres.—Perforated steel discs with tyres 165×400 mm on wide-base rims. 5.50×16in tyres for export.

Electrical Equipment.—Coil ignition. 12 volt, 48 ampère-hour battery.

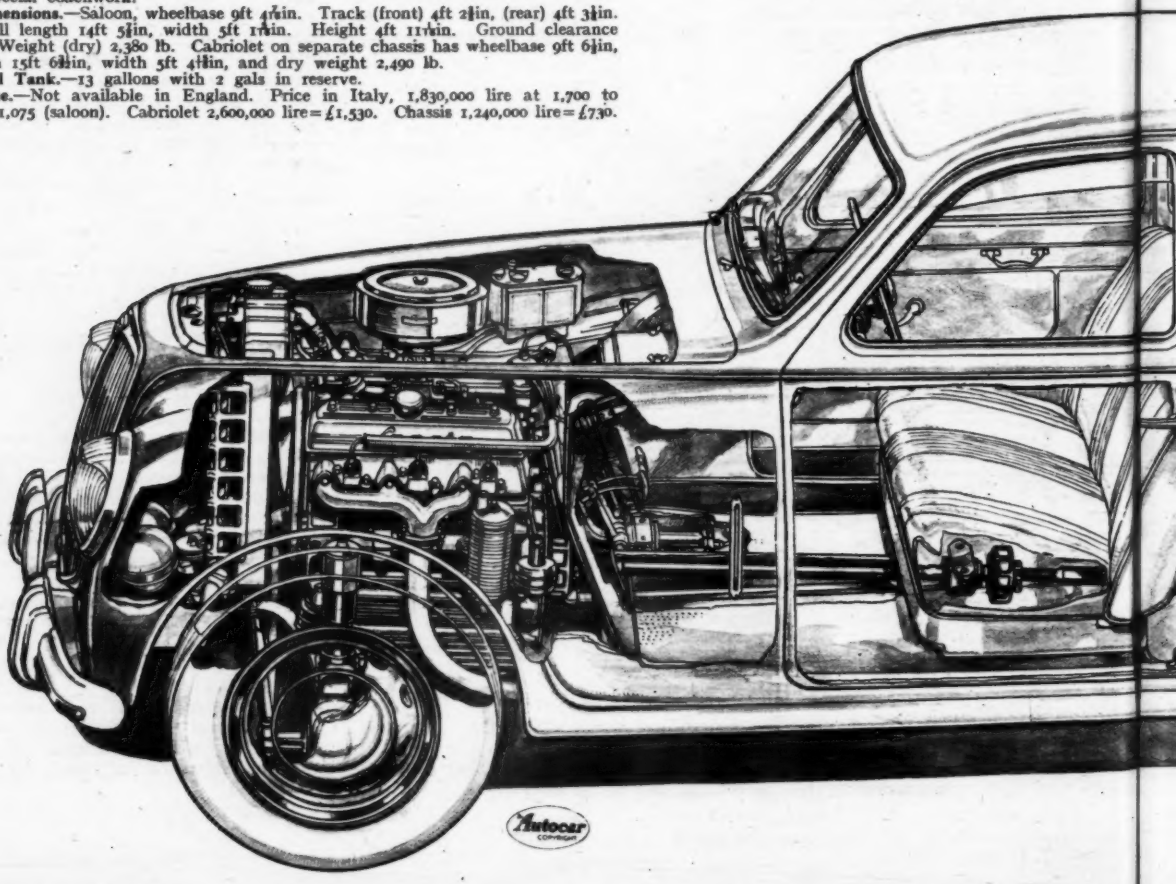
Steering.—Worm and sector.

Structure.—Integral body-chassis in steel for saloon. Box-section platform for special coachwork.

Dimensions.—Saloon, wheelbase 9ft 4$\frac{7}{16}$in. Track (front) 4ft 2$\frac{1}{8}$in, (rear) 4ft 3$\frac{1}{8}$in. Overall length 14ft 5$\frac{5}{8}$in, width 5ft 1$\frac{7}{16}$in. Height 4ft 11$\frac{1}{16}$in. Ground clearance 6in. Weight (dry) 2,380 lb. Cabriolet on separate chassis has wheelbase 9ft 6$\frac{1}{2}$in, length 15ft 6$\frac{3}{8}$in, width 5ft 4$\frac{11}{16}$in, and dry weight 2,490 lb.

Fuel Tank.—13 gallons with 2 gals in reserve.

Price.—Not available in England. Price in Italy, 1,830,000 lire at 1,700 to £1=£1,075 (saloon). Cabriolet 2,600,000 lire=£1,530. Chassis 1,240,000 lire=£730.



CLUTCH, GEAR BOX AND FINAL DRIVE AT REAR : INDEPENDENT SUSPENSION ALL ROUND

six-cylinder engine, but it maintains their record of compactness in power units, being a V-six with a cleverly designed valve gear operating inclined valves in hemispherical heads from a single camshaft in the crankcase.

Equally startling is the removal of clutch and gear box to the rear of the car, where they are attached to the body structure as one unit with the differential. This clears the front toe-board of obstructions and cuts the propeller-shaft tunnel down to the minimum. All the gears are indirect and the propeller-shaft takes up so little space that it has been possible to build a roomy five-six-seater saloon having adequate ground clearance and head room, with an overall height of under five feet. The body line is more graceful than on previous Lancias, but it remains quite simple, and the wing panels, both front and rear, can be removed for repair.

Besides the saloon, there is a separate chassis with slightly longer wheelbase and box section platform frame, which is available to coachbuilders, and three models—two cabriolets by Pinin and Stabilimenti Farina, and a station wagon by Viberti—will be offered as models in the standard range.

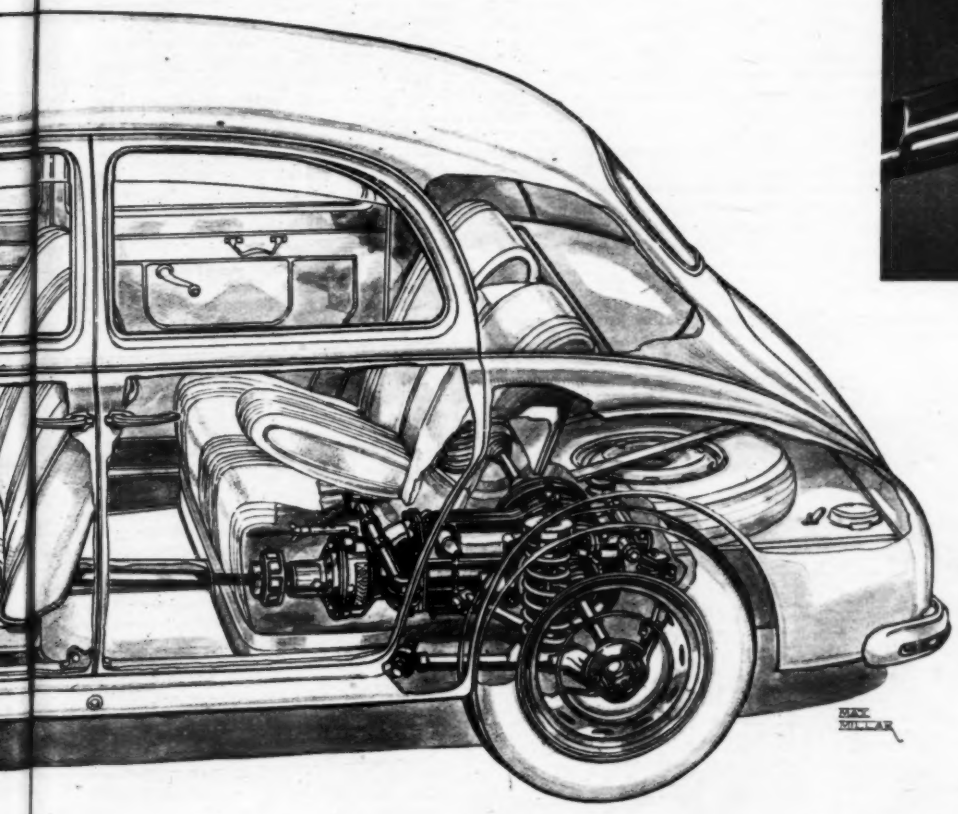
Body and chassis structures are of steel, but a great deal of weight has been saved on engine and transmission by the use of aluminium castings. The two cylinder blocks are cast in one with the top half of the crankcase, and another casting forms the sump and lower half of the crankcase, with fins on the outside to assist in cooling the oil. Heads and rocker boxes are cast in aluminium and the cylinders are hardened liners dropped into the blocks. They seat on faces at the top and the water passages at the base of each liner are sealed by twin rubber rings.

On the four-cylinder Lancia engines built on the narrow V principle, the cylinders are cast in one block with their centre lines converging at a point below the crankshaft centre line, so that they are all slightly offset, but the new engine has two separate banks of cylinders at an angle of 60 degrees, and the centre lines of the cylinders converge exactly on the centre line of the shaft. There are four main bearings carrying the six-throw crankshaft, which is counter-balanced and, owing to the short stroke of the engine, has substantial overlaps between main and big-end journals. All the bearings have Hoyt 11 linings on centrifugally cast bronze shells, the mains being 54mm in diameter and the big-ends 44mm.

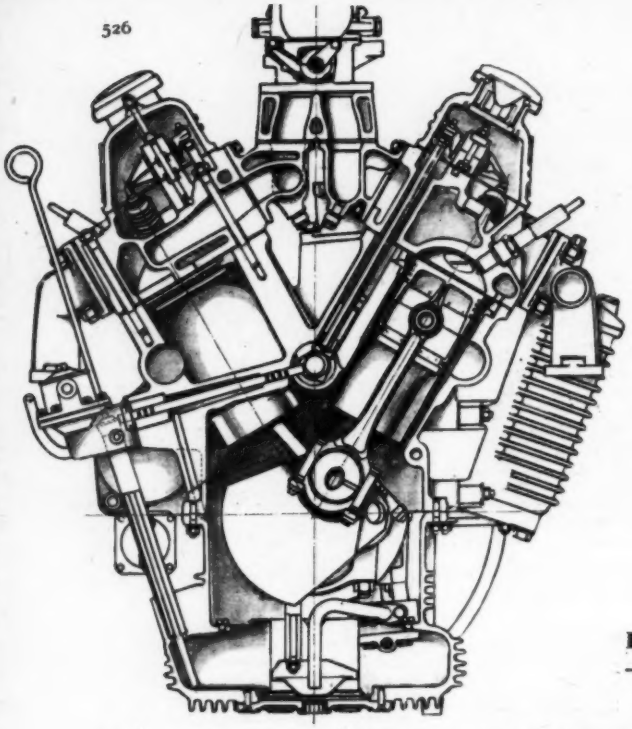
The camshaft lies centrally in the crankcase above the crankshaft and is driven by a double chain. The valves are operated through hollow aluminium push rods which work rockers set fore and aft over each cylinder head rather as on a motor cycle cylinder. The valves are inclined to each other at an angle of 52 degrees.

There is only one carburettor, a Solex with twin chokes mounted centrally between the cylinder blocks. It has two separate throttles synchronized by gears and feeding into two manifolds which are completely water-jacketed and warmed

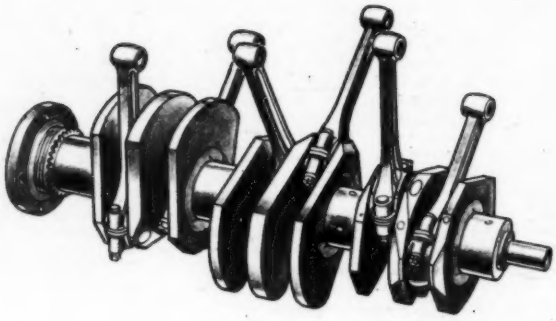
Lancia's oil-immersed telescopic front suspension with built-in hydraulic dampers and forward mounted steering gear box. Below : The gear lever is very neatly mounted on the steering column. Full visibility of the instruments is ensured by the three-spoked steering wheel.



The short V engine and the removal of clutch and gear box to the rear of the car provide an exceptional amount of body space, with unobstructed floors having very shallow transmission tunnels in both front and rear compartments. The overhangs at front and back are exceptionally short.



The V-six Lancia engine in section. With cylinders of the right bank numbered 1, 3, 5 and those of the left bank 2, 4 and 6, the firing order is 1, 4, 3, 6, 5, 2. Below: The crankshaft and connecting-rods. The crankpins are set at 60 degrees to each other—an equal division of 360 degrees—and the shaft runs in four main bearings.



Lancia Aurelia — continued —

by water rising from the cylinder heads. Three-branch exhaust manifolds are mounted on the lower sides of the cylinder blocks and lead into twin exhaust pipes with separate silencers suspended by rubber strips beneath the floor of the car.

The water pump has a bronze centrifugal impeller in an aluminium housing and is mounted on a pedestal between the banks of cylinders. Water from the radiator enters round the cylinder barrels at each side of the engine and is drawn off past the heads by the pump, via the inlet manifolds. There is one thermostat in the riser to the header tank and another inside the tank operates a set of radiator shutters. Rapid warming up in cold conditions is thus assured and some protection is offered against freezing of the radiator when starting out on very cold days.

Lubrication of the engine is by a gear-type pump which passes all its output through a big filter with a washable element contained in an external aluminium housing. The relief valve is located in the filter housing and has an easily accessible external adjustment. Distributor and fuel pump are both driven from the camshaft.

Immediately behind the flywheel at the rear of the engine is a flexible rubber coupling with aluminium spiders to which is splined a small-diameter propeller-shaft running at engine speed. The shaft is in two sections, with an intermediate bearing which is mounted in soft rubber and is self-aligning. There is a second rubber coupling at this point and a third in front of the clutch on the nose of the transmission casing.

Although the clutch is of the usual dry single-plate type the diameter has been kept small by careful design and it is engaged by compound spiral springs.

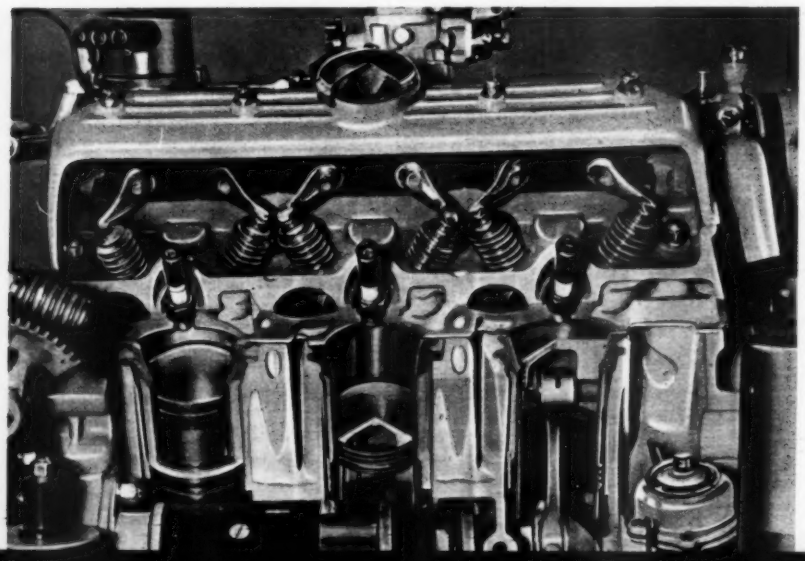
All the gears are indirect as the clutch shaft is at the bottom of the box and the output shaft at the top. There are four forward speeds, the upper three having baulk-ring synchromesh, and top is geared up. One remarkable feature of the gear box is that it incorporates an arrangement also seen on the Fiat 1400, whereby the second gear pinions and their synchromesh unit are carried outside the main casing, thus producing a compact assembly with well-supported shafts. The transmission unit has its own vane-type oil pump which lubricates all bearings under pressure.

Brakes on all four wheels are Italian Sabif hydraulic, with single-leading shoes all round; the brakes for the rear wheels are carried directly on the differential casing to cut down unsprung weight.

The design of the rear suspension and drive assembly is extraordinarily interesting and reflects the considerable experience gained with independent rear suspension on the Lancia Aprilia. Special care has been taken to ensure reliable operation over long periods of the universal joints on the drive shafts. Dogs on the stub shafts from the differential engage with cast iron cylindrical members of pot-type universals. The drive shafts carry forks riding in needle roller bearings in steel blocks which slide in channels cut in the iron drive members. Angular movement of the shaft is accommodated by the spherically ground outer faces of the steel blocks working against the inside of an aluminium pot surrounding the whole assembly. The housing is filled with oil and if, after considerable mileage, the section in contact with the steel blocks becomes worn it can easily be turned to bring a new section into use.

An important factor in ensuring a long life for the universal joints on the drive shafts on an independent rear suspension system lies in making the shafts as long as possible so that for a given vertical deflection of the road wheels the angular movement of the universals is kept to the minimum. Lancia's solution of this problem is bold and original; the drive shafts have been taken right through the rear hubs, and the outer universals are carried *outside* the rear wheels, where they are concealed only by the garnish plates covering the wheel nuts. The hub itself consists of a steel cylinder with a flange carrying the wheel studs, and it runs in a double-row roller

Valve and overhead rocker gear of the engine. The hardened cylinder liners seat on the upper face of the cylinder block barrel and are held in position by the cylinder head.



bearing in a steel housing carried on the end of the semi-trailing wishbone.

There has been several modified swing axle layouts carrying the wheel hubs on single wishbones with pivots inclined to the centre line of the car, but a patented feature of the Lancia layout is that the wishbone pivots do not line up at all. They are set at a slight angle to each other to ensure that the rubber is always stressed in torsion, and no endwise movement can arise which would tend to produce a shearing load on the rubber bushes.

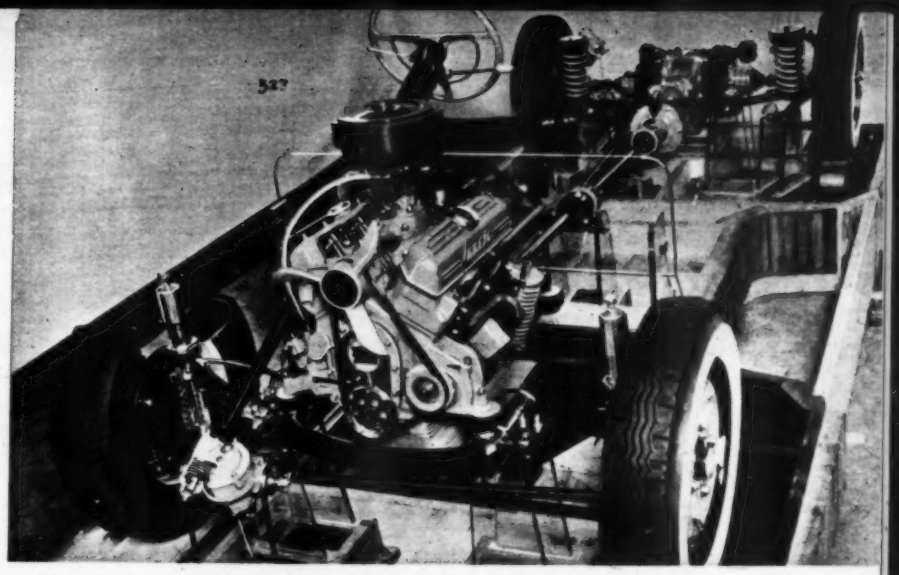
Rubber mountings are extensively used to prevent noise and vibration from power unit and transmission reaching the body structure. The engine rests on four large rubber cushions and the transmission housing hangs on two cross tubes attached to the underside of the body structure by four rubber mountings.

Assembly procedure is simplified by mounting the front suspension and steering units on an ordinary axle beam which is then attached to the box section extensions on the front of the body structure by four bolts.

There are many interesting ideas on the car to make it easy to maintain and, therefore, promote long periods of trouble-free service. Under the bonnet is a large thumbscrew to adjust the pendant hand brake linkage, and at the rear, under the car, is another equally large one to adjust the clutch control cable, but made in brass to resist the effects of weather. Mounted accessibly under the bonnet, adjacent to fuse box and battery, is a double oil reservoir with plungers and dipsticks. One side replenishes the hydraulic brakes and the other side is fitted with a selector cock to replenish the oil supply in left or right front suspension units, as required. A further refinement is an external adjustment on the top of each front suspension unit, which regulates a valve in the damping system and enables the owner to compensate for changes in oil viscosity caused by climatic conditions in any part of the world.

The steering column gear change is an innovation for Lancia, and in this case is justified, for both front and rear seats, both bench types, are wide enough to take three abreast. The back rest of the front seat can be let down so that it joins up front and rear seats to form a comfortable bed.

Interior lights are illuminated when the doors are opened and automatic lights also illuminate engine and luggage locker. The petrol filler is concealed in a trap-door under the floor of the luggage locker, and other openings give access to transmission, oil filler and rear brake connections. Bonnet and luggage locker are locked from inside the car, so that they are safe from interference when the doors are locked.



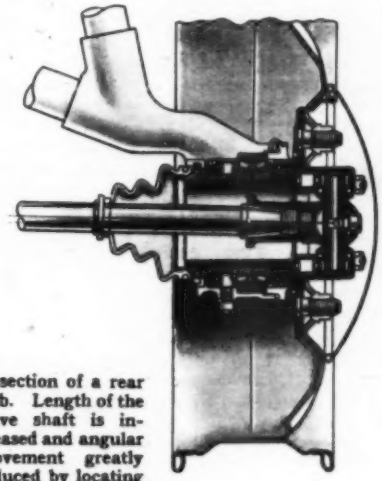
The Aurelia chassis in exhibition form, showing the well-known Lancia front suspension system, the transmission, and the coil suspension at the rear.

Production plans have been severely disorganized by a serious strike at the Lancia factory in Turin which has lasted several months. Only about a dozen prototypes have as yet been built, but a run in one of these in the hills above Turin quickly showed that this is a car out of the ordinary. The engine is very conservatively rated in producing only 56 b.h.p. from 1,754 c.c., and should have exceptionally good wearing qualities while providing really good acceleration and hill-climbing virtues, by reason of the low total weight of the car.

The body space in the Aurelia is quite surprising, in view of its handy and compact proportions, and visibility all round is unusually good, with an excellent view forward over a short, sloping bonnet which allows both wings to be seen. Interior finish, in cloth and plastic, is simple to the point of austerity, but the seats are well-shaped and comfortable.

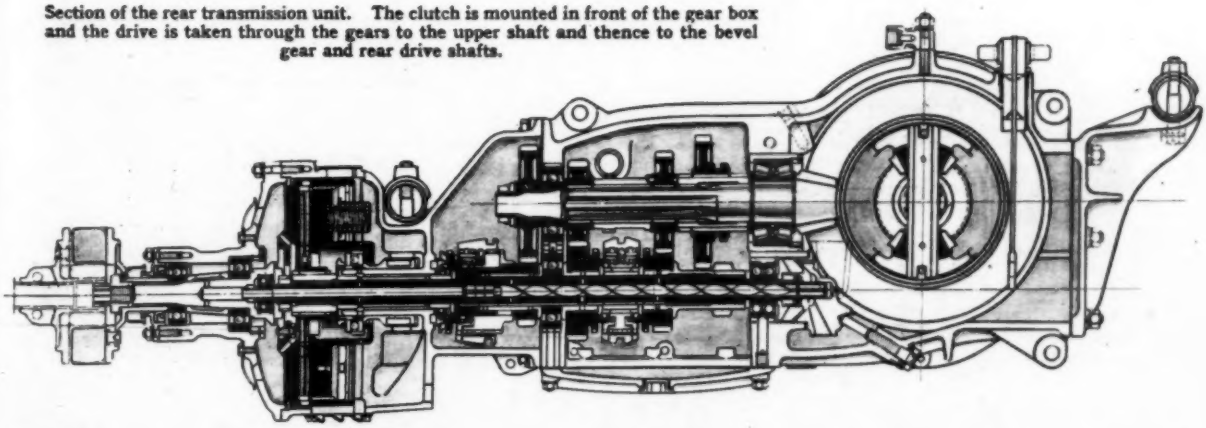
The engine is remarkably smooth, and the revs go soaring with real eagerness when the throttle is opened. Ventilation is ensured by cold air intakes alongside the radiator which feed air in through pedal-controlled intakes on each side above the front toe-board. A Smiths heater on the scuttle warms air from inside the car and recirculates it to the toe-board or through de-mister slots to the windscreen.

When the labour troubles are finally settled, production of the Aurelia should quickly increase up to about 300 cars a month. At the price of 1,820,000 lire, it is only about £23 dearer in Italy than the Aprilia, which it replaces. In view of the many attractive and original features it offers, this seems to be a modest increase and should ensure a firm demand for the car from Lancia enthusiasts throughout the world.



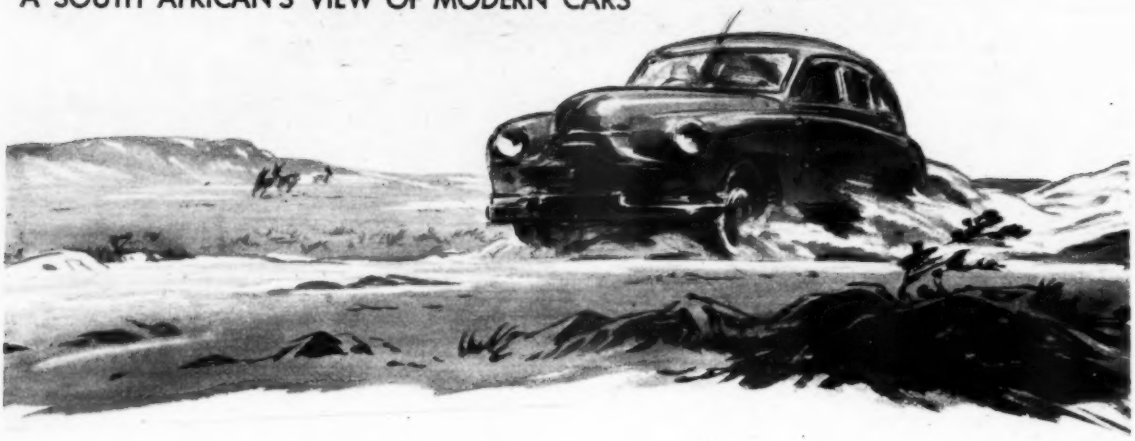
A section of a rear hub. Length of the drive shaft is increased and angular movement greatly reduced by locating the outer universal joint on the outside of the hub.

Section of the rear transmission unit. The clutch is mounted in front of the gear box and the drive is taken through the gears to the upper shaft and thence to the bevel gear and rear drive shafts.



CAPE COMMENTS

A SOUTH AFRICAN'S VIEW OF MODERN CARS



THE extremely poor road surfaces found in most parts of South Africa cannot be taken slowly. Even if speed were not dictated by the long distances which have to be covered, it would still be necessary to hurry in order to escape the juddering effects of the corrugations. On long-distance runs in the Union of South Africa most people cruise at between fifty and seventy; many travel even faster, and averages round about the mile-a-minute mark are not uncommon. In quantity produced vehicles it is difficult to make great reductions in unsprung weight without impairing reliability. The Americans, with more weight about the place as a whole, have a lesser sprung-unsprung weight problem.

This, of course, sabotages top gear acceleration unless the top gear is relatively low. Hence the use of semi-automatic overdrives; one then has a heavy car for good riding qualities over rough going, a low top gear for town use and a high ratio for speedy cruising on the open road.

UNLESS you have experienced a sandstorm in the desert you will probably be quite unable to imagine just how dusty our roads can be. In really dry weather every car has a train billowing in its wake. On still days the blinding, choking stuff hovers in the air for a quarter of an hour or more, and when there is a wind it dashes about energetically seeking some vantage point from which to attack the motorist's eyes, nose and throat.

Large capacity filters are essential. The oil-bath type is generally preferred for the carburettor intake. The oil filter must also be well up to its task, and it can be substantially aided by some sort of filtering device incorporated in the crankcase breather. I was interested to note that the latest Sunbeam-Talbot has this feature.

When windows have to be closed—in spite of the heat—to keep as much dust as possible out of the car the air ducts with which most cars are now equipped are very welcome indeed. With the air intakes mounted really low down, on each side of the radiator and slightly ahead of it, relatively little dust invades the interior.

THE Vanguard's three-speed gear box is the subject of some comment here. Apparently, the general opinion is that, although the gap between first and second is necessarily rather large, the arrangement is perfectly satisfactory for all normal purposes—only abnormal load and unusual gradient call for something between the 7.71 to 1 second and 16.35 first. However, there are many steep, loose-surfaced passes in South Africa, and many of us have a regrettable tendency to overload our cars.

This is not a criticism of the Vanguard as it stands, rather is it a suggestion to render the car's appeal even more widespread: I wonder whether, as an optional specification at slightly higher cost, a four-speed box could be made available? On the score of weight there can be little argument against having an additional intermediate gear. The difference would probably amount to about 20 lb. Car heater and wireless are already standard extras; the average heater (complete with all fittings and water) weighs 25 lb, and an average wireless set weighs 15 lb.

What prompts me to make this suggestion is the Vanguard's general suitability to conditions here—its modern appearance, the accommodation which it affords despite moderate overall dimensions, the quality of its design and finish, and the performance which it offers with commendable economy.

THOSE who recall early carburettors would be horrified at the quantity of bits and pieces in modern American carburettors. Main jet, idle jet, accelerator, metering rod, accelerator pump, anti-vapour-lock device, thermostat, automatic choke and linkage for automatic increase in tick-over speed, provision for de-flooding, and a mass of levers and connections. The difficulty in a country such as this is that so few garages are equipped to service and adjust such items efficiently. It is not easy to find someone who has all the devices which the American motoring public takes for granted: mixture analysers, metering rod and accelerator pump gauges, electrical "trouble shooters," detectors and so on.

I have a weak spot for the admirably simple and efficient S.U.

The "throw it away and use a new one" idea is spreading here. That, indeed, is the official recommendation of at least one American manufacturer regarding his windscreen wiper motor. "If it becomes inoperative, remove and replace," says the instruction book. That's what the French call *facile*—and expensive.

The fuel pump is now frequently called upon to act as an air pump also, in order to boost the screen-wipers when there is little depression in the induction pipe and pressure in the "suction" tank is around 14.7 lb per sq in. There are over forty separate pieces in such pumps, about twice as many as in the more conventional type. JOHN P-K.

(To be concluded)

Every masterpiece marks the attainment of its age, and endures as an inspiration and a challenge to posterity. This example is a portrait of the almost legendary Madame de Pompadour, by Francois Boucher (1703-1770) and is in the Victoria & Albert Museum.

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The stony prow of England. This headland, often mistaken for Land's End itself, is slightly to the south of it. This point is not so far west as Land's End, although it appears to be.

ASPECTS OF BELERION

ROUND THE LAND'S END PENINSULA BY DIESEL CAR : BY JOHN HEWISH

TESTING a car is an objective business, and does not give much scope for that personal pleasure that comes when a favourite bit of country is revisited. The diesel car (April 28) was the particular preoccupation of the day that I am thinking of, and it was put through its paces on Cornish roads sooner than was expected. Although I am a Cornishman (of some years' standing, as the Irishman said) I have still not seen all that I should wish of the Land's End peninsula.

When the county was more easily visited there was always the feeling in the back of the mind that perhaps at this terminal wedge it was exploited. One thought of the legends of Last Houses, Last Pubs, Last Hotels, Last Serpentine Mines, and the rest of it. They made a journey there in the holiday season (if one really liked Cornwall) a dangerous business. In the war there was the frantic activity of aerodrome builders, makers of signal stations and radar masts, for this district was one of the sea outposts of the island. The mess that might have been made of this extremity was hardly to be thought on. As it is, the worst aspects of the military machine seem to have been absorbed, and there are now signs that respect for some of these more valuable corners of England is growing.

Tin Islands

On the early spring evening when I took the Freeman Sanders diesel-engined Studebaker from Penzance to St. Just and back I was wholly reassured about the toughness of the county to withstand all these tribulations.

After all, the Land's End is the logical place to stop; the Phoenicians and others, who came there for tin from the very earliest times, thought so. England—as a whole—was then marked on the ancient maps as the Cassiterides (tin islands), for this tin-ridden area was all that was known of the country. The Phoenicians came the other way, of course, by sea.

This run in a diesel car was a short one, but Cornish motoring is of the kind that is small in extent. The delights of covering large distances in a short time are not to be found there. Cornwall is tricky ground for both writers and motorists, and in the past has perhaps been overburdened with both.

A technical rarity, for the diesel car is still that, is all the more interesting when tested against this peninsular background. The importance of both scene and machine is somehow enhanced. Who has seen a jet-plane, taking its easy supersonic pace against acres of cloud, without some sense of the mysterious? The man unmoved is scarcely a man. This car was so efficient, nevertheless, that the sense that anything but a normal car was being handled hardly intruded on the evening; except perhaps for some unusual firmness in mounting the many hills of the region. Attention can thus be given to the Land's End itself, and readers of a recent article in these pages can discover more, if curious, about the car.

Cornish roads are hilly, and never very wide, but in all other aspects they are excellent; well made, and of good surface. The "hedges," in the native style—a distinctive herring-bone of fine-veined slate—make an attractive edging. This simple austerity, allied to strength, is characteristic of the county as a whole. The sea is always present, seen or sensed, and this land is unusual in the sea's two-flanked attack. On fine days on Bodmin Moor, as the car crosses that fast stretch between Launceston and Bodmin, past Jamaica Inn, the blue mirror is visible on both sides of the county at once. The driver can count on activity in Cornwall, for without the full Blue Hills steepness, there is much of the same kind of country in this western end of the peninsula.

The route, on this run, is short, and the driver scarcely needs special directions. The car was left for a few moments in the yard of the hotel at Land's End, which, it will be agreed, is the ultimate, both geographically and in design, while a quick picture was taken of the granite prow of England. It preserves its quality, and the effect of early spring, in some genial gesture from Scilly (where it is earlier still), had sprinkled the primroses and daffodils about in plenty by the end of March. Even so the spring

ASPECTS OF BELERION . . . continued

was hardly noticeable in the cold wind that was sweeping in from the sea and drenching the darkening country behind. Every current in the Bristol and English Channels meets in this stretch of water. The wind goes one way, and the current beneath—almost sinister—another. The dim smudges of the Scillies could be seen, even in the evening light, and the vertical pencils of lonely Longships and Wolf Rock lighthouses. There, I am told, the granite structure is literally dovetailed into the rock of Lyonesse. On the route out from Penzance to the end of the peninsula, St. Michael's Mount can be seen behind, and its appearance then suggests the magnificence of Milton's description in *Lycidas*, where he describes the body of his drowned friend washing in from the Irish Channel, where it finally . . .

> Sleep'st by the fable of Bellerus old,
> Where the great vision of the guarded mount,
> Looks toward Namancos and Bayona's hold.

On then to Sennen, St. Just-in-Penwith and Pendeen; this is Cornish Cornwall, where the accents, unlike those east of Truro, which are more English than Celtic, still preserve the singing tones of another race. The personal pronoun is used for emphasis. (Tez sum andsome, you.) Everywhere the cliffs are torn with shaft and adit, and the ruined engine houses, that once contained those beam engines of enormous stroke, are still standing against the gales. They are bereft of pointing, but apparently still robust. Once, some 75 per cent of the world's tin was extracted from this land and mining began long before Diodorus Siculus, a Greek historian who wrote a few years B.C., called the Land's End "Belerion."

The winding road forces a pace that allows the sea to intrude on the motorist. Sennen Cove is an easy descent for the driver, and only about half a mile from Land's End itself. It is a village beloved alike of holiday makers and film location seekers. Perhaps it is an exaggeration to say that every fisherman is a film star, but if it is, it is a small one. The sea frets against the granite-toothed bay of

On the road up from Sennen Cove. Camera angle disguises a steep pull.

Whitesand (aptly named) and the waiting lifeboatmen (do they wait all the time, one wonders?) regard the traveller with that almost frightening intensity that is typical of remoter Cornwall. They are, as anyone will find, knowledgeable enough, if perhaps given to scarcely credible stories in the bar of the Last Inn in England.

At Pendeen the road seemed to lead like an arrow to the heart of the sea, and ended among mine shafts. One gazed across metalliferous stone heaps at the sea, patinated in the twilight. A Cable and Wireless vessel was carrying on some strange process a short distance out, uneasily hove-to on the wind-blown water.

St. Just lies between Sennen and Pendeen; I have long meant to try to find the open air theatre there, where the Miracle Plays were performed in Cornish in mediæval times, but this profitable pottering, as so often, was cut short by the clock.

The villages in this region suggest some of the mining areas of Wales, with long rows of low-slung, incredibly strong cottages of granite. There seem, at a quick glance, to be too many of them for the population, which has, perhaps, in past fled to other and more profitable mining abroad. Old words persist around here, *planchet* for floor, which suggests some contact with Britanny and French, and *launder* for gutter, which I heard used by a young miner not far from Pendeen. He showed me some of the surface machinery of a mine which is one of the few still in production. Malayan cheap tin has finished the industry in Cornwall, for the time at any rate, if perhaps not for ever. As the villages are passed the motorist can enjoy the glimpses of granite mullion and cornice on some of the houses, for they are very well built.

Evening air, laden with moisture, can have a good effect on b.m.e.p. and the journey round the peninsula does not take very long. As I left the mineworkings the lighthouse on Pendeen promontory was beginning its radial thrust into the darkness and it seemed, for some strange reason, much of a part with the broken industrial scenery. From here the journey back to Penzance takes only a few minutes. There is a lot to see, nevertheless, without even touching some of the more famous villages, such as Mousehole and the often-portrayed Lamorna. Cornwall, although not as well endowed with square miles as some counties, has, besides atmosphere, a great deal else. Some hold that its saints and antiquities are too remote to be of much interest. These things strike according to temperament, and persuasion is useless. A motorist with the right attitude will find his progress pleasant and intermittent. The county piles it on or, as the natives would express it, it is "cream on pilchards" and takes time to absorb.

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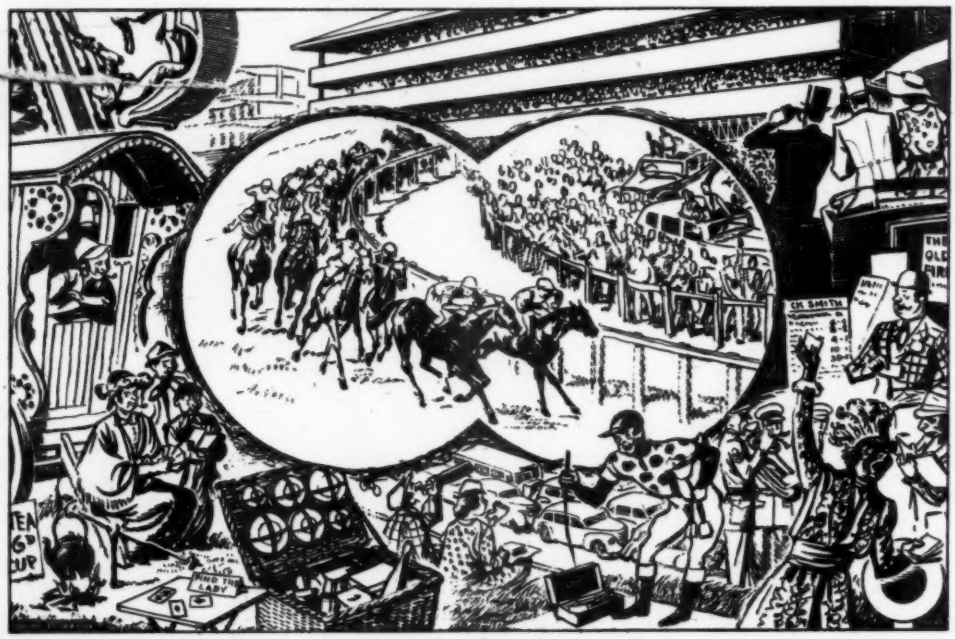


The Derby - May 27th.

CLEVELAND PETROLS LATER

Massed start—the Class B (1,100 to 2,000 c.c.) competitors getting away for the One Hour High Speed Trial.

ANCIENT LIGHTS

STARS OF YESTERDAY IN V.S.C.C. SILVERSTONE PROGRAMME

FRIDAY, April 28, was quite a nice day; and Sunday was a beautiful day. But Saturday . . . !

It was very hard luck on the Vintage club, who put on a really excellent day's racing on the Club Circuit at Silverstone last Saturday, that they should be cursed with a steady flow of rain—varying in intensity from a drizzle to a downpour—practically without intermission. Nevertheless, there was plenty of interest to be seen, and one event in particular, a three-lap scratch race for historic and vintage racing cars, was so alive with the sights and sounds of bygone days as to induce an immediate attack of acute nostalgia for the days of yore.

But to start at the beginning: the proceedings opened with the one-hour high speed trial for vintage sports cars, which was as incident-crammed as ever. Owing mainly to the shocking conditions, only twelve cars out of the field of almost forty succeeded in maintaining their set average speeds, and there were some strange sights among the remainder in the course of their endeavours. After this came a succession of half-mile sprints, fastest time in which was put up by C. W. A. Heyward in the original Norris Special, helped by a solid axle and a consequently excellent getaway; at this juncture the wonderful old 1923 10½-litre Delage at last reappeared in public in the hands of "Sam" Clutton, to win its class with consummate ease.

Then came the first race, a three-lap scratch event for non-vintage sports cars; the lead was quickly taken by Symondson's Type 57S Bugatti, and the ranks of Ettore-fans could scarce forbear to cheer. But this proved premature, as the Bug's engine note became uneven and it was passed by both Newton's Le Mans Replica Frazer-Nash and Gale's Delage, and Bob Ewen with the even more huge 1908 Itala.

The Chain Gang's Chance, or Frazer-Nash handicap, resulted in an easy victory for F. A. Norris in his later special, which has a 3½-litre Alvis engine in a Shelsley Nash chassis, from the scratch mark. The scratch race for vintage sports cars produced a terrific duel between Kemp-Place's 4½-litre Bentley and Alan May's 30-98 Vauxhall, the former emerging triumphant, while Arklay's A.C.-engined Nash went well to finish third. Both in this race and the following one—a vintage car handicap—some interest centred upon the considerable speed at which K. B. Lee, driving a skeleton Brescia Bugatti, entered Stowe Corner; but he always emerged pointing in the right direction, so all was well. D. H. C. Hull's 1,750 c.c. Alfa-Romeo coupé went well to win this latter race from Webb's 30-98 Vauxhall.

Of the last two handicaps, the first was a mixed event and the second confined to non-vintage vehicles. In the former, Heal really got the Sunbeam going to snatch victory on the last lap from Lant's ex-Humphreys Q-type M.G. The last race went once more to Norris, from Ruddock's H.R.G. and the Lea-Francis-engined H.R.G. single-seater of Sir Clive Edwards, driven in this event by D. H. C. Hull, which shed half its exhaust system *en route*.

Darracq. Other interesting cars taking part were Tyrer's "1940 Mille Miglia" B.M.W., Lyons' Connaught and Ken Rose's 2½-litre sports Lea-Francis.

The aforementioned historic and vintage event, which followed, was very competently won by J. E. G. Fairman, driving Tony Rolt's "historic" Alfa-Romeo, running *mit kompressors* once more, while John Rowley brought the 1927 G.P. Delage into second place. Third and fourth came the Type 35B (single-cam two-three) Bugattis of Little and Byron. James' 4-litre Sunbeam did not start, having oil in the tank but not in the engine; but among others who took part were Anthony Heal (2-litre G.P. Sunbeam), Clutton with the huge

Anthony Heal winning the Mixed Handicap in the 1924 G.P. Sunbeam.

RESULTS

Lap Distance: 2.275 miles

One-Hour High Speed Trial:—The following qualified. **1,100 c.c. (12 laps):** Austin 747 (J. S. French), Austin 747 (L. H. W. Heyward). **2,000 c.c. (11 laps):** Alvista 1,496 (W. E. Edgar), Frazer-Nash 1,496 (N. A. Forster). **3,000 c.c. (11 laps):** Lancia 2,570 (L. S. J. Evans), Bentley 3,996 (B. Morgan). **Unlimited (14 laps):** Vauxhall 4,250 (A. May), Vauxhall 4,500 (T. H. Plowman), Bentley 4,398 (G. C. H. Kramer), Bentley 4,396 (G. G. McDonald), Bentley 4,398 (H. K. Place), Bentley 4,398 (P. S. Russell).

Half Mile Sprints: 1,100 c.c.: Amilcar 1,096 s (J. O. Marshall), 29.2sec. **2,000 c.c.:** Norris Spl 1,482 s (C. W. A. Heyward), 25sec. **3,000 c.c.:** Bugatti 2,263 s (P. J. Stubberfield), 28.6sec. **Unlimited:** Delage 10,602 (C. Clutton), 26sec.

Non-Vintage Sports, 3-lap scratch race: 1, Frazer-Nash 1,971 (E. J. Newton), 8min 8.8sec, 66.74 m.p.h.; 2, Darracq 3,996 (G. Gale); 3, Bugatti 2,257 (H. C. Symondson).

Historic and Vintage Racing, 3-lap scratch race: 1, Alfa-Romeo 3,442 s (J. E. G. Fairman), 5min 53sec, 69.71 m.p.h.; 2, Delage 1,484 s (J. W. Rowley); 3, Bugatti 2,263 s (J. E. B. Little); 4, Bugatti 2,263 s (J. C. Byrom).

Frazer-Nash 4-lap handicap race: 1, A.N. Spl 3,570 (F. A. Norris) scr., 9min 13.6sec, 67.57 m.p.h.; 2, Frazer-Nash 1,496 (D. Parker), 52sec; 3, Frazer-Nash 1,496 (M. B. Geoghegan), 52sec.

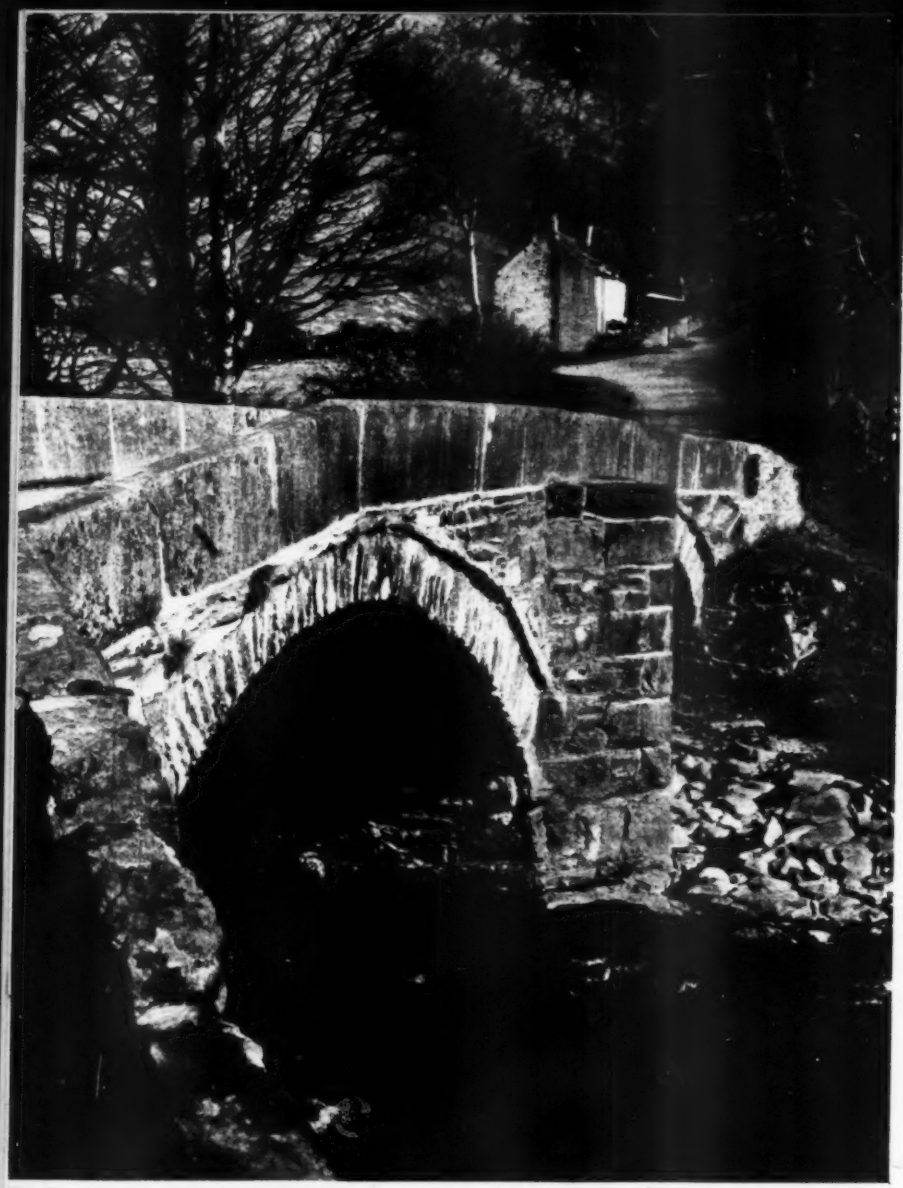
Vintage Sports, 3-lap scratch race: 1, Bentley 4,398 (H. K. Place), 8min 18sec, 65.10 m.p.h.; 2, Vauxhall 4,250 (A. May); 3, Frazer-Nash 1,991 (W. H. Arklay).

Vintage, 4-lap handicap race: 1, Alfa-Romeo 3,750 s (D. H. C. Hull), 124sec, 11min 1sec, 59.76 m.p.h.; 2, Vauxhall 4,224 (T. B. Webb), 100sec; 3, Lancia 2,120 (R. Brierley), 144sec.

Mixed 4-lap handicap race: 1, Sunbeam 1,986 s (A. S. Heal), 40sec, 10min 24sec, 69.51 m.p.h.; 2, M.G. 747 s (G. E. Lant), 92sec; 3, Alvis 1,645 (A. O. Richards), 192sec.

Non-Vintage, 4-lap handicap race: 1, A.N. Spl 3,570 (F. A. Norris), 28sec, 10min 4sec, 68.64 m.p.h.; 2, H.R.G. 1,496 (G. A. Ruddock), 72sec; 3, H.R.G. 1,767 (D. H. C. Hull), 48sec.

Historic versus Vintage—Jack Fairman, in the big Alfa-Romeo, overtaking John Rowley's Delage to win the fastest race of the day. Right: Frank Norris, winner of two races, selects another chain as the A.N. Special enters Stowe Corner.



With its parapets of great hewn stones and sturdy buttresses defying the spring floods stands a fine old bridge over the River Ceirog, near Tregeiriog, North Wales.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE STAMFORD STREET, LONDON, S.E.1.

THE BUDGET

"Idiotic Budget Proposals"

[62668.]—Having just read the leading article in the April 21 edition, I feel I must write to congratulate you on a very excellent, pungent and clear exposition of the idiotic Budget proposals.

I am sure the majority of people, whether in the trade or not, realize the implications, and an editorial such as yours does a lot of good.

Weybridge, Surrey. J. H. E. HASLETT, Managing Director, William Glass, Ltd.

Is Britain Being Victimised?

[62669.]—The overburdened motring fraternity of this country must now be furious after hearing of the new outrageous taxation.

On my travels this week I was most interested in some facts concerning motor spirit, and no doubt many other readers will also be.

The operator who gets the oil from the ground receives one penny per gallon, and out of this he must pipe to a tanker station and ship it to the United Kingdom. In comparison with this, the Chancellor takes approximately two shillings per gallon, without even seeing the petrol.

Now the production of sterling petrol today amounts to 70,000,000 tons per annum, and with a specific gravity of 0.9, this means about 250 gallons per ton (American ton). If petrol were derationed, the estimated consumption in the United Kingdom would not exceed 750,000 tons per annum, but still we are kept lamentably short, and the reason is as follows:—

Under Clause 9 of the American loan, for every sterling gallon we buy we must also buy one dollar gallon. Also, one week before the loan was signed, all exports to this country were stopped, and immediately it came into operation the price of every single commodity we buy from the U.S.A. was raised.

Thank you for your excellent journal, which I digest from cover to cover each week, and I often wonder how many readers' wives are tempted to hide it before the male head is buried in it.

ANDREW J. G. WATSON.
St. Ives, Cornwall.

Where is the "Village Hampden"?

[62670.]—Is it not time that an honest-minded public man was found to champion a movement to obtain a square deal for the private motorist?

Is it not a fact that the private motorist of today is the most heavily taxed person in the community, and unfairly so at that?

If this unfair treatment were given to any of the powerful trade unions, strike action would be taken at once.

R. E. WATLING.
Hornchurch, Essex.

Framing the Bad News

[62671.]—I would suggest that any and every article published in your journal in future, referring to petrol rationing and car taxation, should be framed in a deep black border.

Colchester, Essex. R. F. COX, Manager, Eastern Automobiles (Colchester), Ltd.

Further Blow at a Time of Frustration

[62672.]—Having read your leading article in the April 21 issue of *The Autocar*, we should like to extend our very hearty congratulations on your real fighting article. You would appear to have grasped all the essentials in regard to the insidious position which the Chancellor has brought about by the imposition, not only of the additional petrol tax, but also of the inclusion of commercial vehicles in the range of items subject to purchase tax.

This tax has been imposed at a time when not only is big business trying to rehabilitate itself in the face of frustration at every point, but also the small trader is today more than ever handicapped without the aid of an efficient delivery vehicle, and many, to our knowledge, are going to find the increased cost of these vehicles a very heavy drain on their already slender resources.

Whilst, as a business house, you will appreciate it would be unwise for our remarks to be published over our name, you have our assurance that anything we can do to further your aims will have our very closest co-operation. BRISTOLIANS.

Bristol.

[Our correspondents are *bona fide* businessmen.—ED.]

LIGHTING

Eliminating Dazzle from Street Lamps

[62673.]—Your article on lighting (March 31) prompts me to make one or two comments of a general nature.

The conclusion you have reached in considering the use of one lamp only set as far as possible to the left, with the driver well over to the right, may be logical but seems to be far from practical. The sketch illustrating this plan shows the beam stopping short on striking the object, and it would be interesting to know how you suggest dealing with the question of avoiding dazzle to the approaching driver.

One matter which the road lighting engineer might well investigate more fully is that of screening the direct glare of street lighting from road users, and although dissipation of the heat generated might present a problem, this should not be insuperable. It is, I think, generally agreed that whereas the daylight lighting employed in so many places is good, no small amount of dazzle is caused by looking down a line of these lamps, the eyes being automatically attracted to the light source, this being greater in intensity than the pool of illumination. C. A. ROTHON,

Bromley, Kent. Notek Electric Co., Ltd.

BENZOLE

An Answer to the Mystery ?

[62674.]—In answer to letter [62606], I would like to point out that in pre-war days many gasworks used to extract benzole at the expense of the calorific value of the gas, the actual extraction causing a drop of 5-10 B.Th.U.s per cubic foot.

Now, under the Gas Act of 1949, the calorific value must not fall below a specified level, which, in the London area, is 500 B.Th.U.s. Consequently, many benzole recovery plants have been suspended in order to maintain this quality.

I trust this explanation may provide the answer to the "Benzole Mystery." BERNARD D. WYNN.

Ongar, Essex.

SPEED v. CONSUMPTION

Better Results with Economy

[62675.]—The correspondence on consumption and maximum power is interesting. As far as a variable choke carburettor is concerned, I have had an S.U. on my 1939 16 h.p. Rover from the beginning. The vehicle has now covered 176,000 miles and until recently the consumption was 23 miles per gallon—about average, I think, for this class of vehicle.

In performance, whilst being capable of climbing Highgate Hill easily in third gear, it could not quite manage it in top. Recently I have had an economizing device fitted to the carburettor, with no other alterations to the engine, which has resulted in a petrol consumption of 29 miles to the gallon. Additionally, I can now climb Highgate Hill in top gear. Needless to say, I am very satisfied with the conversion.

London, E.C.1. J. H. CARR.

No Hard and Fast Economy Measures

[62676.]—The sustained interest in your Correspondence columns on the subject of carburettor choke size and petrol consumption has led me to look back and read the article which started it (March 3).

Having done so, I can assure Mr. B. Houlding, Jnr., that carburettor and choke sizes are not selected as haphazardly as he would have us believe. Mr. Houlding takes the view that a smaller choke tube than standard (which is usually the one giving approximately maximum power) will always improve petrol consumption, but in a lifetime of very close association with engines and carburettors I have never found this to be a rule. It *can* happen, but very seldom in the case of a good engine and carburation system. What does happen with a high-power engine is that, the power being available, the driver will be tempted to use it, while if it is not there he cannot. It is high road speed which takes its toll of the fuel, because of the rapidly increasing engine power required to drive the vehicle along.

An interesting and instructive example of the small choke idea came to my notice a short time ago. The makers of a 16 h.p. car were informed that greatly improved petrol consumption could be obtained by fitting a smaller carburettor and choke. Very wisely, the makers decided to test the suggested alteration, and the experiments were conducted under the closely controlled test methods common to car manufacturers' procedure. The results showed that the small carburettor cut 20 b.h.p. off the maximum power curve, while giving no increase in low speed power whatever. Fuel consumption figures on the test bed were almost identical with the larger carburettor's, and final road test also provided no improvement.

In all matters of this kind it must be remembered that the car manufacturers have resources for testing far beyond those of the outside experimenter. Carburettor tests of this nature are costly, necessitating the employment of expensive test bed and road test equipment, and over the length of time usually taken in the determination of a manufacturer's carburettor specification (sometimes a year or more) use an enormous quantity of petrol.

However we may feel about the lack of necessity for high road speed in this country, our cars are being made for export. One cannot watch the Road Test data on American cars without realizing that these cars are being built to go faster and faster, and if we are to compete in countries where there are very long, straight roads, we must do something about it.

With regard to the open choke versus expanding carburettor, Mr. J. D. Richards is, of course, quite right. The open choke type is much more widely used.

Warwick. CHARLES H. FISHER, M.I.Mech.E., M.S.A.E.

AMERICAN DRIVERS

Not Unaware of What is "Under the Hood"

[62677.]—From reading the letters published in *The Autocar*, it appears that many of your readers believe most of us in the United States drive our cars without any knowledge of what is going on under the bonnet. Please believe me, this is not the case for most of the men drivers that I know.

I enjoy your journal very much. C. L. HULBERT.

San Diego, California.

TYRES

An Inflationary Solution !

[62678.]—With reference to the article on tyre life and wear in your March 24 issue, in which maximum tyre life is stated to be largely a matter for correct maintenance by the driver, the correct inflation pressure being an essential feature of such maintenance, I should like to ask how a driver is to know what the correct pressure is with a specific tyre, e.g., E.L.P. 5¼in × 16in, which size I have in use on two cars, one a pre-war 12 h.p. of 21 cwt unladen weight and the other an 11 h.p. post-war of 19½ cwt unladen weight.

In the 12 h.p. car the makers specify a tyre pressure of 28lb for all wheels, whilst in the 11 h.p. the recommendation is front wheels 23lb, back 25.

The slight difference in unladen weights would not seem to account for the pressure differences, and the weight difference might easily be reversed when passengers are carried.

Cheadle Hulme, Cheshire. GEO. CASTON.

[The Dunlop Rubber Company states that the tyre inflation pressure for any particular model of car is jointly determined by the vehicle manufacturer and the tyre manufacturer. By following the car manufacturer's recommendation the motorist will obtain the best results from both the tyres and the car.

Basically, pressures are determined from the load and pressure schedules where various pressures are specified for given fully laden axle loads. In general these pressures should be used, but naturally chassis makers are given some tolerance so that they can get the best riding qualities from a car. The variation from the schedule, however, is not great, but only some two or three lb per sq in.

In deciding how far a chassis maker can depart from the schedule, loads, tread life, stability on corners or cornering power, rolling resistance, riding comfort, steering control and wheel bounce on rough roads are considered.

An important factor is the ratio of front to rear axle weights. Since 1939, front axles have increased in weight at the expense of the rear, which means that rear pressures can be dropped owing to a reduction in load, whereas pressures for front tyres should have increased. However, to give understeer characteristics, it is now considered desirable to have front pressures lower than the rear, whereas on certain pre-war cars it was the

CORRESPONDENCE . . . . . continued

practice in inflate tyres to the same pressure as that of the rear in order to provide easier steering and increased life. These factors probably account for the reduction shown in your Correspondent's examples on both front and rear tyres.

WINTER STARTING

Is the Booster Really Practicable?

[62679.]—The article on a "Voltage Booster for Winter Starting" in your edition of March 31 is so interesting that I have been expecting to see many letters regarding it in your Correspondence columns.

Is it really as simple as all that? Is it really possible that, during all these years of difficult starting on old, worn-out batteries, a cheap and efficient remedy has been available?

It makes me shudder when I think of the hours I have wasted laboriously cranking the engine by hand to free the pistons and spare an old battery, and the gasps of exhausted triumph as it started, or the panting grunts of disappointment if it refused.

To know now that a simple remedy has been available all these years is galling, to say the least.

Now, all I await, before buying torch batteries and so on, is your technical O.K. to the device. Is there a catch somewhere?

May I congratulate you on your fine edition of April 14? I have taken *The Autocar* for 34 years (ever since I bought a Calcott in 1916), and have never failed to find something interesting. A CONSCIENTIOUS HAND-CRANKER.

Lustleigh, Devon.

[The theory of "W. D. C.'s" voltage booster is sound, but we regret that we have no practical experience of the device. —ED.]

CARS FOR EXPORT

Dealers Who Spoil a Good Name

[62680.]—I bought an English car in 1947. So far I have done about 75,000 miles with it. I have nothing but praise for the car. It has features that I do not like, but then I never expect to own an automobile that is exactly to my liking. It needs an overhaul, so I am going to spend about £60 on it, which will put it back into good condition.

When I buy a new car, which I hope will be in a few months, it will be another one of English make. At present prices, I think your cars are the best value for the money on our market.

This time I will buy a make that has factory representation in this country. Some of the dealers here for your cars are not very trustworthy. For instance, the dealer for my make overcharges at every opportunity. As an example, I needed a cylinder head gasket in a hurry a while back. I was charged £1 3s for it. The factory charges me 7s duty and mailing charges. Prices on other parts are at about the same rate; I think that this is outrageous and I do very little business with the agents.

The factory are just the opposite. They have given me the best of service at reasonable prices. Nothing has been too much trouble for them to do for me, and I am very grateful; but when I buy a new car, it will not be that make.

The New York Show was very fine. I spent six hours there and enjoyed every minute of it. I noticed that my make of car was not exhibited this year; in fact the agents for it were not at the show. I am sorry that the factory did not exhibit. They have an excellent product.

I hope that your makers achieve their objective of 50,000 cars a year over here. I can tell you from my own experience that the attitude of people towards your products is changing. We have excellent Austin dealers in this city. They have sold a lot of A.40s and carry a complete line of spare parts, and give good service at modest prices. This is the sort of propaganda that you need. May your factories get many more dealers like them.

My best wishes to you and the industry.

Allentown, Penn., U.S.A. CHARLES D. MILLER.

MODEL

Battery-driven Car for a Lucky Son

[62681.]—I have just constructed the car illustrated for my son, aged seven. Here is a brief description:—

The body is made of 24-gauge steel, all-welded construction. The chassis is chiefly of conduit tubing with seam welds. The car is driven by a 12-volt starter motor in conjunction with a

6-volt model car driven by a starter motor : see letter [62681].

6-volt battery. Maximum speed is 6-8 m.p.h., and it will surmount any gradient up to 1 in 4 with me in the car. There are three speeds forward, and a reverse cycle three-speed gear with special adaptation to get reverse; steering column control. All wheels are sprung and on ball bearings; the front have split axle i.f.s. All-up weight is 84 lb, without battery.

I enjoy reading *The Autocar* each week, and am looking each week now to see if there is a suitable car to copy and make when I get time.

You may wonder what the model is, and, perhaps, see some resemblance to the Healey Sportsmobile in side and rear view, and to the Singer SM.1500 in the front. B. W. FRANCIS.

Horam, Sussex.

AXLES

Plea for Fully Floating Members

[62682.]—May I, through your Correspondence columns, enquire if any reader or manufacturer can enlighten me on why fully floating rear axles are not a common feature on modern cars?

Manufacturers are to be congratulated on their contribution to safety, incorporated in current machines, but however misguided I may be, I feel that the fully floating rear axle is an essential aid to safety.

To elaborate slightly, may I ask what one does when one's rear axle breaks, allowing the wheel to emerge sufficiently for the brake drum completely to uncover the brake shoes, when equipped with hydraulics all round and a typically useless "umbrella" handle under the facia?

In conclusion, I must express my appreciation of your superb journal. D. G. CHIVAS.

Peakhurst, N.S.W., Australia.

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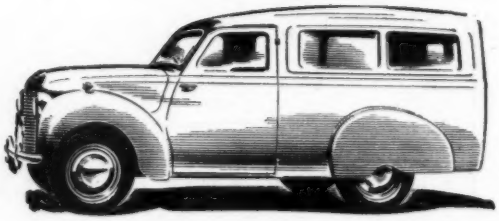

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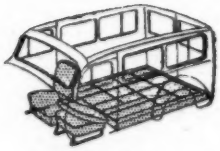

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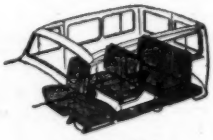

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Week by week *The Autocar* answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which fact a stamped, self-addressed envelope should be enclosed for a direct reply. It is requested that queries for this section be kept separate from other communications and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.

The Autocar READERS' SERVICE

Less Power with a Hot Engine

I should be very grateful for your advice on the following: I find, on getting away from a cold start in my 1934 Morris Ten, that during the warming up period performance is very good and pinking is not evident. But when the engine is hot (and it appears to get very hot) there is a general falling off in power and acceleration. Pinking manifests itself to a marked degree without much manipulation of the ignition control.

I have tried various settings of the adjusting nut to the carburettor without effect. The engine has quite recently been rebored and crankshaft reground. A Vokes distributor is fitted to the carburettor. S. H.

Romford, Essex.

FROM the running of the engine as you describe it, it does not necessarily mean that the carburettor is in any way to blame, for if an engine gets very hot it is quite usual for the power and acceleration to fall off owing to the lower volumetric efficiency, the weight of air entering the cylinders being reduced by the expansion of the air as it becomes heated. Pinking is also more evident when the engine becomes hot. It may be, therefore, that there are other causes and as the engine has quite recently been rebored it is possible that this is not yet properly run-in as regards the surfaces of bores, pistons and rings. You also might check the ignition timing to see that it is not retarded.

Starting When Hot

I shall be grateful if you can give me any advice on the following fault in my 1938 Opel Cadet. The engine starts very readily on the starter from cold, but when semi-warmed up, and occasionally when it is hot, I have great difficulty in starting. It will not fire at any throttle or choke setting. The battery is well up and turns the engine vigorously, though if I am on a hill I can get it started when this trouble occurs by coasting down and engaging second gear by the clutch in the usual way. The plugs are new, all carburettor jets are clean. No difference is observable in the fault when the ignition is advanced or retarded. K. R. M.

Salisbury.

THE fault is probably caused by too rich a mixture from the carburettor. This means that the car starts well from cold, but is difficult when warm. With many downdraught carburettors there should be a small drain-hole at the base. If the petrol level is too high, the carburettor will tend to flood, and if the drain-hole is choked the petrol may easily be carried into the cylinders "neat."

Ford Shock Absorbers

I have removed the rear shock absorbers from a 1939 Ford Prefect. These are of the Armstrong type with the arms working from 1 o'clock to 5 o'clock approximately. I have received replacement shock absorbers which work from 10 o'clock to 3 o'clock. These absorbers will not fit on the existing mounting. There is, I believe, a conversion for these shock absorbers, but I cannot find anyone who is certain on this point. The plug for topping up is set at the angle to which the body of the shock absorber needs to be hung for correct arm movement. I have been informed by the local Ford agent that this is the only type fitted. Can you please advise me? P. J. C.

Bovey Tracey, Devon.

THE shock absorbers now usually supplied as replacement units are of the double-acting Armstrong type, in place of the earlier single-acting versions. To enable them to be fitted, a conversion plate is necessary, and these should be available from accredited Ford agents when required.

To enable this to be fitted to the chassis, the latter will have to be drilled in fresh places which, of course, may necessitate the help of a garage. The double-acting units are more efficient than the earlier pattern and should give greater satisfaction.

Oil Pressure Variations

I have been experiencing a peculiar failing of oil pressure on my 1936 Standard Ten. Assuming that the car is running at 20 m.p.h. or below in top gear, the oil pressure is a constant 40 lb, engine hot or cold. If I speed up to 25 m.p.h. or faster, the pressure immediately drops to 20-30 lb, this being accompanied by a rattling sound easily heard in the car, coming from the engine. This continues until I slow down again to 20 m.p.h., when the rattle ceases, and the pressure rises again to 40 lb.

I have experienced this only since I cleaned the sump and filter, and fitted new piston rings. I am certain, though, that the big-ends were replaced correctly. It was suggested to me that the bearings were failing. I don't see this as, before dismantling the sump, etc., the oil pressure was 40 lb at all times, and would not the pressure rise with engine speed, if this were so, instead of vice versa? Do you think the oil pump could be at fault? W. H.

London, S.E.7.

THE oil pressure trouble on your Standard Ten would indicate that there is a restriction on the suction side of the oil pump, caused either by a clogged filter, or by some obstruction in the lines It appears doubtful that the bearings are actually failing, although when this occurs the pressure certainly drops rather than rises, as you suggest. The trouble, then, must lie somewhere on the suction side rather than in the pump itself.

After the Test

I am shortly to take the driving test but I hear that if I pass I must still drive with a qualified person until the provisional licence runs out. Only then can I get a full licence. Is this so?—C. C., London, N.W.3.

NO. When you pass you must send your certificate and provisional licence to the office which issued the latter. The provisional licence will be stamped and returned, whereupon you can drive on your own. When it expires it will be superseded by a full licence.

Oil Filtration

I have had a Fram filter fitted to my Standard Eight since the car was delivered brand new in February, 1947. I have used a proprietary brand of oil, changed at not less than 2,000-mile intervals. The first cartridge lasted for 7,122 miles, the next for 3,596 miles, and the third for 3,157 miles. In each case oil ceased returning from the filter and began to darken in the sump simultaneously. The pipes were checked for blockage.

The last cartridge lasted for 4,455 miles, but in this case oil continued to flow through the filter, but darkened in the sump during the final 500 miles.

It seems to me that it would be cheaper and equally beneficial to discard the Fram and change the oil every 800 miles. Would improved crankcase breathing help? L. S. C.

North Collingham, Nottinghamshire.

IT would appear that the engine of your car must be operating under severe conditions involving frequent stops and restarts, and consequent crankcase condensation. Certainly, any improvement that can be made to the crankcase ventilation will reduce the trouble, and you should confirm with the manufacturers, or their agents, that you are using the correct grade of oil recommended for the engine.

While it might be cheaper to discard your filter and change the oil more frequently, this would, of course, be both more tedious a process, and mean that the oil, for its shorter life, would be relatively unfiltered.

Two more Vintage Silverstone shots : above, Gil Tyrer's remodelled Mille Miglia B.M.W., with Frazer-Nash grille, leads Lyons' Connaught into Stowe Corner, while on the right the famous old 10½-litre Delage, road-equipped and even registered, is seen at the end of Hangar Straight.

THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

FERRARIS WITHDRAWN FROM EUROPEAN G.P. : FIRST MAJOR 500 EVENT IN FRANCE

IT is a thousand pities that, after all, the Ferrari team have decided not to come to England for the European Grand Prix. There has apparently been the usual disagreement with regard to the amount of starting money to be paid for their attendance; but it is not certain to my mind that this is the whole story, as they have also refused to send over either Peter Whitehead's car or the one belonging to C. A. Vandervell. This seems strange, and causes one to wonder whether, after all, there is not some more fundamental reason for their defection.

Nevertheless, some attempt should surely have been made to remedy the situation, even if it meant the offer of more money and a subsequent argument with the financial authorities. At least, then, the R.A.C. would have had the satisfaction of knowing that they could have done no more to ensure a really full and representative field for what should be the premier Grand Prix race of the year.

There is still some possibility that at least one of the Ferrari drivers may appear at the wheel of a Maserati, and an additional entry of a similar car has also been received from Bonetto, a rising Italian driver who has not previously raced over here.

THE Vintage Silverstone meeting was great fun in spite of the weather, and I, for one, think that for the real dyed-in-the-wool enthusiast there are few days to beat this, during which one sees practically every type of car which can possibly be raced, while the friendly atmosphere which prevails is remarkably refreshing. The immensely long programme was run off with reasonable dispatch and finished on time in spite of starting half an hour late—quite an achievement. It was good to see the enormous Delage in action again, likewise the Barnato-Hassan, now less whale-like since its new owner, Gerry Crozier, refashioned the nose cowling. Many well-known personalities were present: Bunny Tubbs was "commentating" from the far side of the course, Bunty Scott-Moncrieff was in attendance on the Type 37A Bugatti in which his wife, Averil, was making her competition début, while Freddie Dixon, uttering strange—and to me, of course, incomprehensible—comments on the weather, resembled a woodcut from an Early Christian trials report in his voluminous jerkin and leather helmet. Jack Fairman made his first racing appearance since his crash at Blandford last year, and handled a strange and none-too-easy car (Tony Rolt's Alfa) with just the right amount of verve in the worst possible conditions.

". . . resembled a woodcut . . ."

It will be interesting, later, to hear how the club fared financially as a result of the meeting; the attendance must have suffered as a result of the climatic chaos, and if the exchequer achieves even a near-balance it will be proof that a good minor meeting need never fear a large loss.

THE French Rallye Gastronomique, organized by the Club des Sans-Club in conjunction with the Automobile Club de l'Ouest, will be something quite remarkable even in that land which is renowned for good living. What with wine-tasting contests, visits to cellars, and countless receptions and festivals, not to mention a total of a million francs in prize money, competitors are obviously going to have a crowded life between June 9 and June 19. Entries close on May 31; enquiries to Cook's Autotravel Service, Berkeley Street, London, W.1.

My superior officer (pit manager? fellow-conductor?) has been honoured with an invitation to act as steward during the rally, which he has naturally accepted. There are dark rumours to the effect that the stewards will be entitled to a double helping of everything on the gastronomic side of the event; but I prefer to believe that they will not be permitted to participate in that at all, in order to ensure that they preserve clear heads to resolve any problems which may require their undivided attention.

MEANWHILE the Royal Swedish Automobile Club have issued the regulations for their "Rally to the Midnight Sun," scheduled to take place from June 15 to 18, in which they are hoping for a large British entry. There are three starting points—Goteborg, Falsterbo and Stockholm—and the road section totals about 1,400 miles, finishing at Kiruna up on the Arctic Circle in the land of perpetual daylight (at that time). Two special tests will be included: a timed 4½-mile hill-climb, and an acceleration and braking test. Entries—via the R.A.C.—close on May 15, although there *may* be an extension period.

THE Grand Prix of Paris, which was run last Sunday at Montlhéry, was won by Georges Grignard in a 4½-litre Talbot. The only other two cars running at the end were the 3-litre Delages of Louis Gerard and Versini; two H.W.M.s ran, but Abecassis retired after fifteen

THE SPORT:
– continued –

laps, while Stirling Moss, after attaining third place, dropped out nine laps from the finish when an oil pipe broke.

The 500 c.c. event was notable as the first occasion on which the Coopers and the French D.B.s had appeared together in force; Ken Carter won, but a D.B. was second, in the hands of Elie Bayonne; from this, it would seem that considerably more power is now being developed by the modified Dyna-Panhard unit than was originally the case, when only just over 30 b.h.p. was claimed.

G.P. de Paris (195.5 miles, 50 laps of 3.91-mile circuit).—1, Talbot (Grignard), 2h 5m 38.8s, 93.37 m.p.h.; 2, Delage (Gerard), 4 laps behind; 3, Delage (Versini), 5 laps.

500 c.c. race (51.25 miles, 22 laps of 2.33-mile circuit).—1, Cooper (K. E. Carter), 48m 19.9s, 63.62 m.p.h.; 2, D.B. (Bayonne), 48m 38s; 3, Cooper (S. A. Coldham), 49m 44.1s.

REGULATIONS are now out for the Isle of Man races—the British Empire Trophy Race, and the Manx Cup race—to be run by the B.R.D.C. on June 15. The circuit will be the same as was used last year, the Empire Trophy race for Formula I cars being run over 36 laps, a total distance of 140 miles, and the Manx Cup, for cars up to 2,500 c.c., or 1,100 c.c., over half this distance. Entries close on May 20, and should be sent to the B.R.D.C., 2a, Brick Street, London, W.1.

REGULATIONS are also out for two more Bugatti Owners' Club events: the members' Prescott hill-climb scheduled for June 11, and the Silverstone race meeting for the following Saturday, June 17. B.O.C. members are obviously going to have a somewhat hectic ten days! Entries for the former are restricted to members of the club and close on May 19, while the Silverstone meeting is also open to members of the Aston Martin O.C., the Bentley D.C., the M.A.C., the M.G.C.C., the Riley C.C. and the Vintage S.C.C. This latter meeting includes a five-lap handicap race for Bugatti cars, a 1½-hour relay race for teams of three sports cars, a race for standard, post-war saloon cars, and a 30-lap Formula II race; entries close May 23. All enquiries in connection with both events should be made to Major G. Dixon-Spain, O.B.E., M.C., Prescott House, Gotherington, near Cheltenham, Gloucestershire.

A PARTY, to celebrate the home-coming of the triumphant British drivers of Fords in the Tulip Rally, was held at the Dorchester Hotel, Park Lane, London, on April 25. Organized by the Ford company, it was attended by the victor of the rally, Ken Wharton, who drove a Ford Pilot, and by Mrs. Joy Cooke, who won the ladies' cup, also with a Pilot. Jack and Peter Reece, winners of Class 2 with an Anglia, also attended. A toast to the winning drivers, who had scored a notable success against strong Continental opposition, was proposed by Rodney Walkerley.

J. A. C.

Aldo Bassi, the Italian Ferrari driver, who unfortunately lost his life in one of the many accidents during the Mille Miglia.

CLUB NEWS

Grimsby M.C.—A rally and concours d'élégance, for veteran and Vintage cars, will be held on June 10, at Cleethorpes, the event to include a trial of 25 miles with one or two main road hills to surmount. Regulations will be out soon, and closing date for entries is May 22; these should be sent to C. Pycock, 27, Park Avenue, Grimsby, Lincolnshire.

North London Enthusiasts' C.C.—Results of the concours d'élégance, held at the King's Arms, Stirling Corner, Barnet By-pass on Sunday, April 23, are as follows: **Open class:** 1, Triumph Roadster 1949 (W. E. Herbert); 2, Austin A.90 1950 (L. R. Barker). **Closed class:** 1, Sunbeam-Talbot 1939 (Miss Joan Fulton); 2, Ford Pilot (F. G. Bampton). **Pride of ownership competition:** 1, M-type M.G. 1932 (S. J. Humphries); 2, Standard Spl 1948 (F. E. Owen); 3, Austin 1940 (J. R. Kynaston); 4, Rover 1904 (R. E. Rouse).

Next date on the club calendar—a members' meeting at the Essendine Club, Essendine Road, Maida Vale, London, W.9, on May 23.

Cornwall Vintage C.C.—There will be a picnic tea on Sunday, May 7, at 3.45 p.m. Site is to be the Nine Maidens wood, on the St. Colomb Major-Wadebridge road, about one mile north-east of Winnard's Perch A.A. box. After tea, Prince Chula Chakrabongse has invited the party to inspect the well-known E.R.A. Romulus and Bira's racing trophies at Tredethy. Incidentally, the former has been elected president of the club; he is the owner of a 1927 sleeve-valve Voisin.

Southsea M.C.—Included in the club's summer plans still in prospect is one to charter a 'plane for the Jersey Road Races, on July 13, and for the Bouley Bay Hill-climb on August 3; this, of course, depending upon the number of members wishing to "have a day out" on either occasion. Also in prospect: a coach trip to the Blandford Road Races on May 29. Incidentally, there are still a few seats vacant in the coach travelling to Silverstone on May 13 for the European G.P. The cost is £1 15s each and this includes entry to the members' enclosure.

Eastern Counties M.C.—Ranging from a 20 h.p. Rolls-Royce to the ever-present Austin Seven, a variety of machines took part in the speed trials run at Bentwaters, near Woodbridge, Suffolk, recently. Cars competed in pairs over a one-mile course, with a straight half-mile and a 180 deg bend. Fastest time of the day was made by R. E. Hambly, in his H.R.G., at a speed of 49.72 m.p.h. Class winners were R. G. Staddon in a 1,098 c.c. Fiat, L. J. Coe, driving a 2-litre Aston Martin, and P. Rayner-Green, in a 30 h.p. Ford.

West Sussex Drivers' M.C.—A rally for club members—of miniature Monte style—was run over downland tracks and main road on April 16, and was of the non-chassis-breaking breed. An Austin Special, driven by C. P. Smith, was the highest placed car in the event.

Berkhamsted M.C. and C.C.—Confirmed results of the Speed Trials at Tewinwater Estate on Easter Monday are as follows:—

Racing cars: up to 500 c.c.: 1, Parker Spl (D. Parker), 17.1 sec; 2, Cooper (A. E. Brown), 17.8. **750 to 1,100 c.c.:** Riley G.N. (C. P. Tooley), 19.6; 2, Austin s (J. V. Bowles), 20.2. **Unlimited:** Frazer-Nash s (Major C. P. Vaughan), 15.7; 2, E.R.A. (J. H. Fry), 16.2.

Sports cars: up to 750 c.c.: 1, M.G. (S.E. Barnes), 22.7; 2, Austin (D. R. Wootton), 23.6. **751 to 1,300 c.c.:** Austin s (J. V. Bowles), 20.1; 2, Lotus (A. C. B. Chapman), 20.7; 3, M.G. (H. Tucker-Peake), 20.8. **1,301 to 1,500 c.c.:** 1, M.G. (T. W. Dargue), 19.4; 2, Lester M.G. (J. C. C. Mayers), 19.6; 3, H.R.G. (M. J. C. Keen), 20.1. **Unlimited:** 1, B.M.W. (Raymond Way), 17.5; 2, Allard (D. D. Render), 19.5; 3, Allard (G. L. Hancock), 20.4.

Fastest time of the day by any car: Frazer-Nash s (Major C. D. Vaughan), 15.7 sec.

An informal gathering for members (new members very welcome) will be held at the King's Arms, Berkhamsted, on Sunday, May 7.

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1949 **FORD** Anglia Saloon, 2,000 miles £595
1949 **FORD** Prefect Saloon (latest type), 1,000 miles £750
1948 **JAGUAR** 3½-litre Drop head coupe, 7,000 miles £1,395
1949 **JAGUAR** 1½-litre S.E. Saloon, 6,000 miles £1,295
1947 **MORRIS** "8" 2-door Saloon, 5,600 miles £595
1949 **MORRIS** "Oxford" Saloon, 1,600 miles £1,025
1949 **MORRIS** "Oxford" Saloon, 8,000 miles, radio and heater £995
1949 **MORRIS** "Oxford" Saloon, 6,000 miles £995
1938 **PACKARD** V.12 Saloon with division, 15,000 miles £695
1934 **ROLLS-ROYCE** Limousine by Barker, 25/30 h.p., Immaculate cond £1,295
1948 **ROVER** 75, 8,000 miles, radio and extras, taxed December £1,550
1949 **STANDARD** Vanguard Saloon, 9,000 miles, radio and heater £975
1949 **HUMBER** Super Snipe Saloon, 12,000 miles £1,375
1949 **HUMBER** Super Snipe Saloon, 2,000 miles £1,550

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1947 **FORDSON** 10-cwt. van, 13,000 miles. Unlettered £495
1949 **FORDSON** 5-cwt. van, 5,000 miles. Unlettered £485

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1937 4¼-litre 4-door semi-razor edge Saloon by Thrupp & Maberly, H.M.V. Radio, black, brown leather £1,650
1936 3½-litre 2-door Sedanca by Windover, overhauled body renovated and passed by makers, black and green, brown leather..... £1,350
1935 3½-litre 2-door D/H Coupe by Thrupp & Maberly, grey, blue leather, new hood, etc..... £1,295
1934 3½-litre 4-door Park Ward Saloon, low mileage, black, blue leather..... £850

1949 LAGONDA V12 D/H Coupe, 32,000 miles, recently fitted new engine, condition is like new £1,250
1949 BRISTOL 400/85A 2-door Saloon, 7,000 miles, heater, radio, blue and beige leather..... £2,195
1948 HEALEY Saloon, standard body, 10,000 miles, radio as new, black-red leather £1,495

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COMING SHORTLY

MAY 5.—Bristol M.C. and L.C.C. Skittle match, Queen's Arms, Chew Magna, near Bristol, 7.30 p.m.
6.—B.A.R.C. Members' Meeting, Goodwood, 1.30 p.m.
6.—Cheltenham M.C. Trial, Gloucestershire.
6.—Sporting Owner Drivers' Club. Holiday Gymkhana, Dagnall, near Dunstable, Bedfordshire, 2 p.m.
6.—Scottish S.C.C. "1812" Reliability Trial, starting garage at Moscow, Glasgow, 2.30 p.m.
6.—Darlington and D.M.C. Sports car race meeting, Croft Airport, near Darlington, Yorkshire.
6-7.—Lagonda C.C. Bournemouth Rally, Cranbourne Hall Hotel, Bournemouth.
7.—Maidstone and Mid-Kent M.C. Gravesend Speed Trials, Gravesend Airport, 2 p.m.
7.—Leicestershire C.C. Sturgess Trophy Trial starting Sturgess's Garage, Braunstone Gate, Leicester, 11 a.m.
7.—Hartlepools and D.M.C. Sporting car trial, Hartlepools.
7.—Riley M.C. (N.W. Centre). Driving tests, Bowland.
7.—Lothian C.C. Team Trial, Scotland.
7.—Aberdeen and D.M.C. Williamson Trial, Scotland.
7.—Cornwall Vintage C.C. Picnic tea, Nine Maidens wood, on main St. Columb Major-Wadebridge road, followed by visit to inspect Prince Bira's E.R.A. Romulus and racing trophies, at Tredethy, 3.45 p.m.
7.—Berkhamsted M.C. Club evening, King's Arms, Berkhamsted, tea 4.30 p.m.
7.—Modena Grand Prix, Italy.
7.—Grand Prix du Cinquantenaire, Roubaix, France.
7.—Erlon Races, Switzerland.
13.—Royal Automobile Club. Grand Prix d'Europe, Silverstone, 3 p.m. (500 c.c. race, 11 a.m.).
14.—Herts County A. and A.C. Speed Trial, Beechwood, near Markyate.

IN BRIEF

On June 7, Sir Lawrence Bragg, Cavendish professor of experimental physics, Cambridge, will open the largest rubber research centre in the British Commonwealth, at Fort Dunlop.

Three new appointments have been made to the board of Coventry Climax Engines, Ltd. They are Mr. Percy W. Cooper, Mr. Charles A. Minns, and Mr. John M. Morris.

The *Daily Mail Road Map of S.E. England, and London and Ten Miles Around* is now available from booksellers at 5s. The map is good for touring purposes and to show the approaches to London, but is not suitable for finding byways and short cuts.

Mr. Peter Blake Reece has been appointed to the board of J. Blake and Co., Ltd., the motor agents, engineers and bodybuilders, of 110, Bold Street, Liverpool 1. He is a grandson of the founder of the firm and the only son of Mr. Stanley Blake Reece, the managing director.

The Motor Agents' Association of Great Britain and Northern Ireland has elected Mr. Howard Godfrey, chairman and managing director of Skurray's, Ltd., Swindon, as president for the current year. Mr. Godfrey has been a member of the national executive committee of the M.A.A. since 1941.

A subsidiary company in Canada has been formed by Vokes, Ltd., Henley Park, Guildford, Surrey. The new Vokes (Canada) Ltd. is in Toronto. Mr. J. Parkinson, former sales manager of the home company, has been appointed the vice-president and general manager.

The Aktiebolaget Nyköpings Automobilfabrik (the Nyköping Motor Co., Nyköping, Sweden) has produced *Sweden Through Motor-eyes*. The book, which is delightfully presented, describes economic and social conditions in Sweden, with special reference to conditions influencing the use and merchandizing of automotive products. The Nyköping Motor Co. are assemblers and distributors of motor vehicles.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15420.—1933 Rover Pilot
"A. T."—Wiring diagram required.

No. 15421.—1935 10.8 h.p. Triumph Gloria
"L. S."—All possible information and a handbook.

No. 15422.—1934 10.8 h.p. Triumph Gloria
"R. A. F."—General information and a handbook.

No. 15423.—1936 2½-litre S.S. Jaguar
"E. G. H."—General information and a handbook.

No. 15424.—1928 Essex Super Six
"L. J. R. M."—All possible information and a handbook.

No. 15425.—1936 27 h.p. Vauxhall
"H. N."—All possible information, maintenance hints and a handbook.

No. 15426.—Correspondence Wanted
"W. D. B." (Australia).—British car enthusiast, particularly Vauxhall Sixes and Austin Hampshire, would welcome letters from any part of the world.

No. 15427.—1932 Aston Martin
"D. E. H."—All possible maintenance details, b.h.p., most suitable oils and plugs, performance data, and a handbook for International model.

No. 15428.—1931 Standard Big Nine
"G. M. W."—General information and a handbook.

No. 15429.—1934 Wolseley Hornet Special
"G. L. P."—All possible information and a handbook.

No. 15430.—1939 Morgan 4-4
"L. T. H. P."—All possible information, performance data, and a handbook.

No. 15431.—1937 Standard Flying Twelve
"R. P."—General information, hints and tips on maintenance, and a handbook.

No. 15432.—Handbooks Required
"G. R. C."—1938 Standard Nine.
"C. H."—1936 Alvis Speed Twenty.
"D. H. S."—1934-35 9.5 h.p. Triumph Gloria.
"S. F."—1939 Series III Morris Fourteen.
"N. E. C."—1½-litre Riley Kestrel.
"G. L. S."—1939 Lanchester Ten.
"N. I. B. S."—1934 Austin Ten.
"T. B. P."—1934 Triumph Gloria Twelve-Six and 1937 Standard Twelve.
"S. W. F."—1939 Wolseley Ten.
"J. C. B."—1937 1½-litre M.G.
"G. M."—1929 15.7 h.p. Wolseley.
"L. J. B."—1939 Standard Eight.
"T. E."—1937 16.2 h.p. Daimler; also fluid flywheel booklet.
"D. H. W."—1934 9.5 h.p. Triumph Gloria.
"W. J. P."—1936 17 h.p. Armstrong Siddeley.

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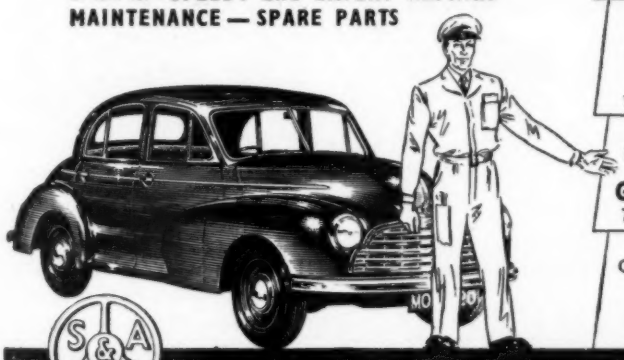

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1948 **Austin** A.40, 11,000 miles £775
1948 **Riley** 1½-litre Saloon, 10,000 miles, heater £1,095
1947 **Ford** 10 h.p. Saloon, leather, 11,000 miles £555
1946/7 **Austin** 8 h.p. Saloon, 21,000 miles £495

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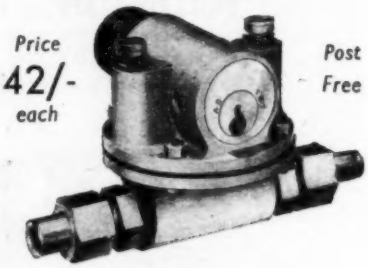

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1949 **HUMBER** Super Snipe de luxe saloon, one owner, quite as new, black, brown leather upholstery, 9,000 miles..... £1,495
1940 **M.G.** 2-litre saloon, black and beige, one owner, first registered 1942, radio, as new throughout, 40,000 miles..... £675
1946 **M.G.** T.C., 2-seater, black, many extras... £575
1948 **RILEY** 2½-litre saloon, green, 11,000 miles £1,350
1947 Dec. **ROVER** 16, sports saloon, grey, radio, 14,000 miles..... £1,250

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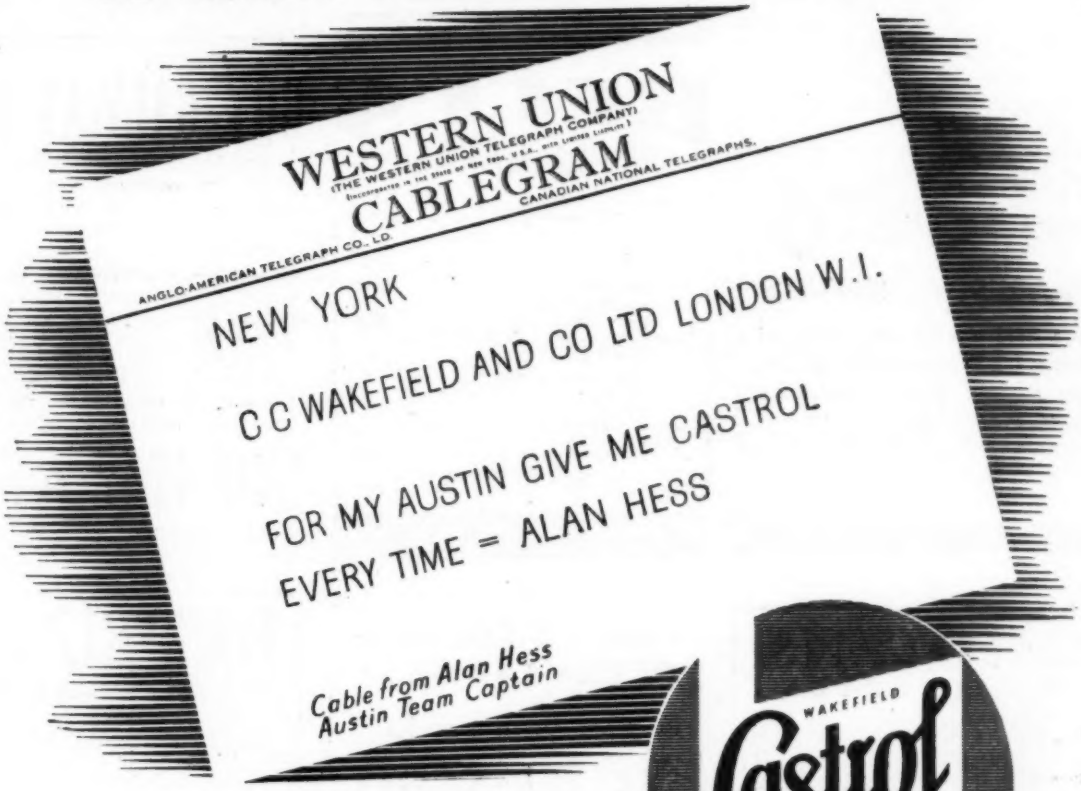

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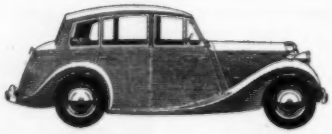

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1947	**VAUXHALL** 14 Saloon. 10,000 miles	£795
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1939	**MORRIS** 10 Saloon. Choice 2	£375 & £390
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1939	**STANDARD** 10 h.p. saloon	£335
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1938	**HILLMAN** 10 saloon de luxe	£335
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'46 **Jaguar** 1½-litre Sl., as new	£715
'40 **Ford** 4-door Prefect, leather upholstery	£390
'39 **Ford** 10 Sl., excellent condition	£359
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JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [9623

7-PASSENGER Armstrong 25, exceptionally roomy limousine, face-forward seats, most excellent condition, dark blue; £395.

WADCOL MOTORS 150, West End Lane, N.W.6. Hampstead 1177 [9486

£325!—1938 (August) Armstrong Siddeley 14hp de luxe saloon.—Traynor Motors, Ltd., of East Ham. Grangewood 2530. [9183

350 miles only; 1947 Armstrong Hurricane, colour fawn with brown leather; £1,100.—Emlyn Garage, Newcastle-Emlyn. Tel. 245 [7841

ARMSTRONG 1947 Bl. Lancaster sal. 17,000 miles, in perfect order, radio fitted: £1,050 or offer.—Box 4022. [1187

ARCHIE SIMONS & Co., Ltd.—1937 series Armstrong Siddeley 25hp 7-passenger limousine, face-forward seats, ideal hire car; £495.—94, Gt Portland St., W.1. Lan. 1343. [9563

1939 Armstrong Siddeley, 30,000 from new, in immaculate condition; £485.—Colindale Service Station, 155, 157 and 159, Edgware Rd., N.W.9. Tel. Colindale 6122. [9659

1939 Armstrong 25hp limousine, 27,000 miles, black, one owner, new tyres, perfect throughout; £895.—Halls (Finchley), Ltd., High Rd., North Finchley, N.12. Hillside 1044. [9954

£895, unrepeatable offer. — 1947 Armstrong Siddeley 16hp Lancaster saloon, in virtually unblemished condition, authenticated mileage 18,240, fully guaranteed in writing; write, call or 'phone.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2361 and 3115. Hire purchase, part exchanges. [1151

ARMSTRONG SIDDELEY 16hp saloon, 1939; 4-light, black/brown leather upholstery; chauffeur maintained, immaculate throughout. Price £565.—Leigh Park Motors, Ltd., Datchet, Bucks. Tel. Datchet 54. [9330

MAYFAIR GARAGES, Ltd. (June, 1938), 14hp 4-door 6 light saloon de luxe, with sliding head, black, blue hide interior, all good tyres, preselector, built in trickle charger, very carefully preserved in really outstanding condition throughout; 3 months' guarantee; £365.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. [9723

295 gns.—Armstrong Siddeley, 1937, 25hp 4-door touring saloon, black, sliding head, green leather, preselector, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [1231

ARMSTRONG SIDDELEY

LIMOUSINES, 1938/1939, Long-25, partition, widest occasionals, black, genuine low mileage, privately owned; £795.—Below.

9000 genuine mileage, 1939 Long-17hp-partitioned, blue leather Limousine, forward occasionals, unquestionable condition; £1,060; also selected carriages, from-£585.—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [9840

Armstrong Siddeley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—150, Park Lane, W.1. Grosvenor 3434. [0951

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041 [0916

J. R. INWARDS, Ltd., are anxious to buy Armstrong Siddeley Hurricanes.—High St., Ruislip 3033/4/5. [0900

CASH buyers of low mileage Armstrongs; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0783

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183

HENLEYS, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843. [0601

Armstrong Siddeley Spares and Service

JOHN BRODRICK, Ltd.

100% Armstrong Siddeley service.

ONE of the largest stockists in the Country, and repairs carried out by Siddeley trained mechanics who are second to none.

ORIGINAL Armstrong Siddeley Depot, Roseville Road, Leeds, 8. Tel. Leeds 20109. [0295

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235

PRESELECTOR gear box service; spare parts supplied; recommended specialists.—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey. [0779

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works, Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares: reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216. [0602

SPARES for all models.—Pre-selector gear box overhauls and reconditioning a speciality.—Hamtune Motors, Ltd., Northants Distributors. Works: Park Garage, Weston Favell, Northampton. Tel. 2107. [2068

ASTON MARTIN

1933 short chassis 2/4-seater, modernised wheels, mechanically very sound, good hood, etc.; £295.—R. S. Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [9715

Aston Martin Cars Wanted

CASH immediately for good Aston Martin.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [1130

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 1100.

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917

PRE-WAR model open sports or saloon wanted by Angior, 140, Golders Green Rd., London, N.W.11. [0529

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 1100. [1365

ATALANTA

1939 V.12 Atalanta 4-door sports sedanca saloon one owner since new, maintained and kept in most splendid condition; £625.—R. F. Fuggle, Ltd. Bushey Heath, Herts. Tel. 1685. [8836

AUSTIN SEVEN

1933 Austin 7 saloon; £95.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [8770

1937 Austin 7 saloon, excellent; nearest offer £200 accepted.—77, Hampden Rd., Hitchin. Tel. 1562. [1090

ROSE & YOUNG, Ltd., offer 1938 Austin Big 7 saloon, exceptional condition; £265.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [9918

285 gns.—1939 Austin Big 7 4-door saloon, black, grey leather, taxed, perfect little car; £99 deposit.—George Clarke (Motors), Ltd., 276-278, Brixton Hill, S.W.2. Tulse Hill 3211. [9889

195 gns.—Austin 7, 1937, Ruby de luxe saloon, maroon and black, maroon leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1232

1938 Austin 7 saloon, in exceptionally clean and good condition, this car has had a recent major overhaul and is open to any inspection or examination; £255.—Kel Motors, Gordon Works, Gordon Ave., Stanmore. Tel. Grimsdyke 992. [8831

£235.—April, 1938, Austin 7 Opal two-seater Roadster, in unbelievable and completely original condition throughout and a little sparkler in every sense. Every item of equipment is in full working order, the hood and interior are almost like new; the mechanical condition can truthfully be described as first class. A most economical and much to be desired little motor. First deposit secures.

CAMDEN MOTORS, Limited, Lake Street, Leighton Buzzard, Beds. Tel. 2381 and 3115. Hire purchase, immediate drive-away facilities; part exchanges. [1155

Austin Seven Cars Wanted

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3132

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0918

AUSTIN EIGHT

OVERSEAS CARS, Ltd.

1946 Austin 8 saloon, black, excellent condition throughout; £475; for other Overseas Car bargains see page 35.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [9991

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 8hp saloon de luxe, 8,000 miles; £595.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024 [1025

JAMES SIMPSON (SALES) offer:—

1947 Austin 8 saloon, one owner, a most beautiful car, 9,000 miles only; £575.

JAMES SIMPSON (T.C. MOTORS, Ltd.), 244, Brompton Rd., S.W.3. Ken. 3315. [9302

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1946 (Nov.) Austin 8hp de luxe four-door saloon, black, dark blue leather upholstery, coachwork, mechanical condition and tyres excellent, small mileage, one owner, practically a new car; £535.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040 [9627

1946 Austin 8 de luxe saloon, leather upholstery; £475; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station. N.2. Tudor 2301-2. [9910

1946 Austin 8hp saloon, in immaculate original condition, 12,000 miles only, one owner; £500.

HILLINGDON MOTORS, 325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. [7860

235 gns.—1946 Austin 8 4-seater tourer, good condition.—Autosnips, 5, Balham High Rd., Balham 1509. [9895

1947 Austin 8 saloon de luxe; £560.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [7397

1939-40 Austin 8 de luxe saloon, guaranteed; £360; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [1217

AUSTIN 8, 1946 saloon; one owner. £450-£500. Lovely condition; maintained by staff throughout; perfect engine, reconditioned gearbox; thorough inspection welcomed. Ring Nelson 1311. [9243

1947 (June) Austin 8 saloon, black with brown upholstery, one owner, 8,000 miles only, quite unmarked; £590.—R. C. Wimbush, Ltd., 312, Earls Court Rd., London, S.W.5. Freemantle 8401. [9717

475 gns.—Austin 8, Dec., 1945, de luxe 4-door saloon, dark blue, sliding head, blue leather, one owner, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1233

TANKARD & SMITH, Ltd., offer 1947 Austin 8 saloon, in black with brown leather, genuine 10,000 miles, extremely nice condition; £510; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—193, Kings Rd., S.W.3. Flaxman 4801-2-3. [9497

Austin Eight Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

I REQUIRE post-war Austin 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [1331

AUSTIN 8 saloon, post-war.—Mac, 12, Bramboldown Rd., Wallington, Surrey. Wallington 6397. [4183

POST-WAR Austin 8 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0851

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0919

SELL your Austin 8 to us; good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899. [4553

CASH buyers of low mileage Austin 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0784

AUSTIN 8s wanted for cash, immediately.—King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536/7. [1346

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3133

AUSTIN TEN

M & H offer:—

1947 Austin 10 4-door saloon, black, brown leather upholstery, 14,000 miles, showroom condition; £675.

1937 Austin 10 4-door saloon, grey and black, red leather upholstery, in excellent condition throughout; £395; 3 months' written guarantee; terms, exchanges; free demonstration within 100 miles of our showrooms.

MAKIN & HARRISON MOTORS, 492-6, High Rd., Chiswick. Chiswick 2619, 0558. [1273

BROWNS for Austins.

1937 Austin 10 Cambridge saloon de luxe, one owner, radio, immaculate condition; £335.—Brown's Garage, Loughton (Essex) 4119. (Tube) [9668

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 10hp saloon de luxe, 11,000 miles; £695; choice of three.

1946 Austin 10hp saloon de luxe; £575.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [1026

JAMES SIMPSON (SALES) offer:—

1940 Austin 10 saloon, exceptionally good condition, must be seen to be appreciated; £485.

JAMES SIMPSON (T.C. MOTORS, Ltd.), 244, Brompton Rd., S.W.3. Ken. 3315. [9921

AUSTIN TEN

1945 (Dec.) Austin 10 de luxe saloon, one owner; £550.
GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [9757

1937 Austin 10 Cambridge saloon, exceptional condition; £325.
MAGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18. Batt. 5573. [9591

£165.—1934 Austin 10hp 4-seater cabriolet, exceptional condition throughout.
X. L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [8310

1938 Austin 10 saloon, black, sun roof, maroon leather, very nice car; 295gns.
DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352. [1211

£199.—1936 Austin 10 de luxe saloon, excellent runner, unworn tyres, fitted radio, taxed.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [1292

AUSTIN 10 tourer, unregistered; £425.—Gibbsons, 104, Clapham Park Rd., S.W.4. (Macaulay 441/2). [9552

1940 model Austin 10 saloon, carefully maintained. —Autowork, Ltd., Winchester. Tel. Winchester 4834. [9637

1939 Austin 10 saloon, excellent condition; £395.—Munday Cars, 35, Woodford Ave., Ilford. Valentine 4830. [1210

AUSTIN 10hp, '39, sal, new engine, just run in, chassis renewed throughout, new starter, dynamo, etc., taxed year; £375.—Box 4019. [1184

AUSTIN 10 1937 Cambridge saloon, very good condition throughout; £325.—Pantiles Service Garage, London Rd., Guildford. Tel. 5326. [7479

1937 Austin 10 saloon, in excellent condition throughout; £285.—Bertram Cowen, Hermitage Lane, Streatham. Pol. 2100 [9588

1946 Austin 10, immaculate condition, taxed to end of year; £575.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [1143

1939 (May) Austin 10 black Cambridge saloon, in splendid all-round condition; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [9899

1939 Austin 10 d/l sal., really exceptional inside and out, above average condition, £395; also 1934 10, super little car, £165.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [8661

325 gns.—Austin 10, 1937 model, Cambridge de luxe 4-door saloon, black, sliding head, green leather, carefully used, very good condition; terms, exchanges.—Rowland Smith, below;—

225 gns.—Austin 10, May, 1936, Sherborne de luxe 4-door saloon, green and black, sliding head, green leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube). Hampstead 6041. [1234

£325.—1938 Austin 10 Cambridge de luxe saloon, taxed year, immaculate, mechanically perfect, only one owner since new.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [9943

Austin Ten Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953

SELL your Austin 10 to us; good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899. [4554

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920

CASH buyers of low mileage Austin 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0785

AUSTIN 10s wanted for cash, immediately.—King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536/7. [1347

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5840

AUSTIN A40

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

AUSTIN A40 Devon saloon, first registered March, 1949, colour grey, brown leather upholstery, mileage 9,000, immaculate motor car; £875.
W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [6498

CAR MART, Ltd.
LONDON Distributors.

AUSTIN A40, 1949, Devon saloon, sliding head, radio and heater, 1,000 miles; £925.

AUSTIN A40, 1949, Devon saloon, radio and heater, 11,000 miles; £865.
CAR MART, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [9792

J. DAVY offers:—

AUSTIN A40 Devon, green, brown upholstery, 8,000 miles; £825.
J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [9654

M & H offer:—

1949 Austin A40, black, brown leather upholstery and trimming, as new throughout, 15,000 miles; £795; 3 months' written guarantee; terms, exchanges; free demonstration within 100 miles of our showrooms.
MAKIN & HARRISON MOTORS, 492-6, High Rd., Chiswick. Chiswick 2619, 0558. [1267

PHILIP RICKARDS, Ltd., offer:—

1949 Austin A40 Devon, blue/beige, 4,500 miles, heater, sunroof.—4, Brick St., Park Lane, London, W.1. Gros. 4772/3. [9729

AUSTIN A40

SIMPSON'S MOTORS offer:—

1949 Austin A40, just out of covenant, 4-door saloon, fitted radio and heater, immaculate condition, coachwork blue, 6,000 miles, choice of two; £875.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. [1018

TOM GARNER, Ltd., offer:—

1949 series Austin A40 Devon saloon, black with beige leather, sun roof, heater, etc., 7,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [9504

WARWICK WRIGHT, Ltd., offer:—

1949 Austin A40 Devon saloon, grey, beige leather, 7,000 miles; £915.

1948 Austin A40 Devon saloon, maroon, beige leather, 5,000 miles; £895.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9877

MANN EGERTON & Co., Ltd., offer:—

1949 Austin A40 Devon, grey, sun roof, 9,000 miles.

14, Berkeley St., W.1. Regent 2073. [9713

S. G. SMITH (MOTORS), Ltd., offer:—

1949 Austin A40 Devon, fitted heater and radio, 8,000 miles only; £845; selection of 50 other guaranteed used cars.
S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., London, S.E.22. New Cross 4444. [9070

1948 Austin A40 4-door saloon, superb.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [8939

CHARLES RICKARDS, Ltd., the house of standing and repute.

1949 (March) Austin A40 Devon, blue/blue upholstery, 5,000 miles, heater, one owner; £825.

56, Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [9522

1949 Austin A40 Devon saloon, sun roof and heater, 11,000 miles; £835.
KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon. Sprinkpark 3477-8. [9600

AUSTIN A40 Devon, mileage 14,000, faultless; £825.—Pantiles Service Garage, London Rd., Guildford. Tel. 5326 [7478

1949 Austin A40 Dorset, green, heater, 9,000 miles, immaculate; £835.—Campbell Symonds, Perivale 4456. [1010

1949 Austin A40 Devon saloon, in brand new condition, for immediate disposal; trade enquiries welcomed.
MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6388

1949 Austin A40, black, covenant free, low mileage, many extras; £875.—Montrose Motors, Wembley 2636. [9407

1949 Austin A40 Devon saloon, blue, sunroof, heater, mileage 6,000, £865, choice of two; trade enquiries welcomed.
H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0621/2. [9776

1949 Devon 4-door saloon, sunshine roof, grey; £835.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [9777

1949 Austin A40 Devon sun saloon, green, 11,000 miles; £850.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [8767

6000 miles.—1949 (April) Austin Devon saloon, green, heater.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [9610

1949 Austin A40 saloon, 4-door, sunshine roof and heater, low mileage, a specimen car; £825.—Steele Griffith, Camberwell Green, S.E.5. Rodney 2201-6. [9964

1949 Austin A40 Devon saloon, sunshine roof, heater, 4,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9708

1949 Austin A40 Devon sun saloon, fitted radio and heater, 6,000 miles, beige; £850.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [8153

1949 (March) Austin A40 Devon, grey, sun roof, heater, 7,000 mls.; £860.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [9674

1949 Devon 4-door sun roof saloon, black, with beige upholstery, 2,990 miles, unblemished. —Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [9743

1948 model 1947 reg. Austin A40 saloon, stone with beige leather upholstery, 26,000 miles, in excellent condition.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [8925

1949 (May) Austin A40 Devon de luxe saloon indistinguishable from new, mileage under 5,000, black with beige upholstery, radio and heater; £880.—Hunter, Danehill (Sussex) 251. [8614

1949 Austin A40 saloon, 4,400 miles, stone with beige leather upholstery, as new, in excellent condition throughout.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [8923

Austin A40 Cars Wanted

THE

CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [0957

Austin A40 Cars Wanted

COUNTRYMAN A40 required urgently by Angler, 140, Golders Green Rd., London, N.W.11. [0530

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0912

CASH buyers of low mileage Austin A40s. Distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0786

AUSTIN A40 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6392

AUSTIN TWELVE

BROWNS for Austins.

1937 Austin 12hp saloon, excellent condition; £275. —Brown's Garage, Loughton (Essex) 4119. (Tube) [9669

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 12 saloon de luxe, 14,000 miles; black; £825; choice of two.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [1027

£65.—Definitely unrepeatable! 1932 Austin Heavy 12-4 saloon, queue orderly please!
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [1298

£385.—1939 Austin 12-4 de luxe saloon, blue-black, really clean condition, good tyres.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [9309

1947 Austin 12 saloon, black/brown, excellent condition; £725.—Haskins, Ladbroke 1155. [8935

1938 Austin 12, in perfect condition; £375.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [2466

1947 (first taxed April, 1950) Austin 12 5-seater saloon, colour black, brown leather upholstery; £700.
PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121. [8764

1938 Austin 12 saloon, taxed, guaranteed; £360; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319 [9306

1937 Austin 12 Ascot saloon, superb order, taxed to end of war; £365.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [1144

GORDON CARS (LONDON), Ltd.—1947 Austin 12 saloon, choice of two, black/brown leather, excellent order.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [9653

£55 or by instalments.—1932 Austin 12-4 taxi-cabriolet, 3 months' written guarantee; £55. —Stuart Wilton 353, Finchley Rd., N.W.3. Hampstead 5712 and 8532. [1145

TANKARD & SMITH, Ltd., offer 1939 Austin 12 saloon, in black with maroon leather upholstery, very nice condition; £450; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3. [9496

1938 (April) Austin 12 de luxe saloon, black, brown leather, most attractive appearance, excellent performance, thoroughly recommended; offered with written guarantee at attractive price; written guarantee, exchanges, terms.—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey. Ewell 5101. [1117

Austin Twelve Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297 Euston Rd., N.W.1. Euston 1212. [0954

CASH buyers of low mileage Austin 12s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0787

ROWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041 [0921

1937-8-9 Austin 12 saloons and limousines wanted. —Motourists (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [0094

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5841

AUSTIN FOURTEEN

£79.—Cash only, 1933 model Austin 14 saloon, reliable car in sound condition throughout; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605 6. [9150

AUSTIN SIXTEEN

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

AUSTIN 16hp saloon, first registered October, 1948, colour black, leather and cloth upholstery, complete with radio and heater, disc wheels, sliding roof, an immaculate motor car in every respect; £950.
W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [6499

CAR MART, Ltd.
LONDON Distributors.

AUSTIN 16, 1949, saloon, 11,000 miles; £955.

AUSTIN 16, 1946, saloon, 16,000 miles; £765.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [9793

M & H offer:—

1946 Austin 16 saloon, black, brown leather upholstery, in showroom condition, 16,000 miles; £725; 3 months' written guarantee; terms, exchanges; free demonstration within 100 miles of our showrooms.
MAKIN & HARRISON MOTORS, 492-6, High Rd., Chiswick. Chiswick 2619, 0558. [1274

AUSTIN SIXTEEN

TOM GARNER, Ltd., offer:—

1948 Austin 16 sun roof saloon, black with brown leather, radio, etc., 13,000 miles.—TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [9505

WIMBUSH for good Austins.

1947 (Oct.) Austin 16 saloon, 11,000 miles by one owner, colour black with brown upholstery, an exceptional car; £885.—R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [6778

H. M. BENTLEY & PARTNERS.

1949 (February) Austin 16 de luxe saloon, 12,000 miles by one owner, black with brown leather upholstery, and in first-class condition; £985.—Sackville House, 40, Piccadilly, W.1. Sloane 3084. [9987

H. A. SAUNDERS, Ltd., offer:—

1949 Austin 16hp saloon de luxe, 3,000 miles, radio heater, etc.; £1,025.

1948 Austin 16hp saloon de luxe, 11,000 miles; £895.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [1028

McKINNON MOTORS, Ltd., offer:—

1948 Aug. Austin 16 saloon, green, brown hide, radio, heater, twin Notek chromium fog lamps, taxed full rate Dec., one owner, 11,000 miles, in unbelievable condition; £950; confidential extended terms; six months' guarantee.

McKINNON'S, "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [9450

McKINNON MOTORS, Ltd., offer:—

1949 Feb., Austin 16 saloon, navy blue, black wings, brown hide throughout, heater, chromium spot lamp, taxed full rate Dec., one owner, 5,319 miles only, the whole car in absolute brand new condition, impossible to fault anywhere; £1,050; confidential extended terms; six months' guarantee.

McKINNON'S, "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [9560

1946 Austin 16 saloon, black with brown upholstery, in excellent condition; £775.

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13. Tel Pal. Grn. 1205-7173. [1264

1949 Austin 16 saloon, in brand new condition, for immediate disposal; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6389

1948 Austin 16hp saloon, blue, black wings, brown leather upholstery, 10,000 miles, immaculate condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951) and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [8949

1946 Austin 16 saloon, blue, with blue leather, fitted radio and foglamp, low mileage, excellent condition; £695.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [6482

1949 Austin 16 Countryman, 8,000; £985.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9955

1935 (36) Austin 16 saloon; £225, or 30 monthly instalments of £9/1/6.—The Cooden Engineering Co., Bexhill. Cooden 600. [9595

1948 Austin 16, black and brown leather, H.M.V. radio, one owner; £895.—Stadium Autos, 178, New Barn St., E.13. Alb. 3366. [1344

£935.—Austin 16, Dec. 1948, saloon, blue leather throughout, H.M.V. radio, low mileage, as new.—Robbins, East Putney. Tel. 4581. [6037

1948 (Aug.) Austin 16 de luxe saloon, as new condition throughout, £885; H.P., exchanges.—548, King St., Hammersmith. Riv. 2837/8. [9768

GORDON CARS (LONDON), Ltd.—1949 Austin 16 saloon, black/brown, radio, 18,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [9854

1948 Austin 16, radio and heater, as new; £910.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel Hendon 8084-5-6. [9664

1949 Austin 16 de luxe saloon, grey, brown upholstery, radio, mileage 9,000, taxed to December; £900.—Rosebery Garage, 165, Tottenham Lane, N.8. Mountview 3019. [9441

1946 (June) Austin 16, in very clean condition, black with leather upholstery all through.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [8926

16hp saloon, 1948, black, brown hide upholstery, heater low mileage, faultless condition; £925.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [9742

1948 Austin 16hp saloon, black/brown leather, sun roof, one owner, immaculate condition throughout; £865.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [4809

1948 (April) Austin 16hp de luxe saloon, black, brown leather, guaranteed 7,000 mls. only, perfect; £890.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [9673

H. F. EDWARDS offer superb 1948 (first registered Oct., 1948) Austin 16 saloon, luxuriously equipped, radio, one owner, delightful performance, outstanding appearance; offered with written guarantee and thoroughly recommended at £925; exchanges, terms.—28, Upper High St., Epsom, 9400. [1116

1948 (June) Austin 16 saloon, very exceptional condition, coachwork indistinguishable from new, mechanical perfection fully guaranteed, specimen car, interior hide immaculate, altogether irreproachable condition, evidence of its one meticulous owner, 835gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [9721

Austin Sixteen Cars Wanted

ROWLAND SMITH'S the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041 [0922

Austin Sixteen Cars Wanted

THE CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [0955

CASH buyers of low mileage Austin 16s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0768

AUSTIN 16 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6393

AUSTIN A70 & A90

WARWICK WRIGHT, Ltd., offer:—

1948 Austin A70 Hampshire saloon, black, beige leather, 3,000 miles; £1,195.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9879

AUSTIN EIGHTEEN

1936 Austin 18 saloon, good cond., clean interior, mechanically 100%; £175. — The Lynch Garage opp. G.P.O., Uxbridge, Middx. Tel. 122. [6364

1938 18hp Austin Ivor limousine, face forward seats, leather.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [7959

ROSE & YOUNG, Ltd., offer 1938 Austin 18 Norfolk saloon, suitable for hire work; £450.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [9917

£315.—1936 Austin 18 limousine, fitted easy-clean wheels, excellent mechanically and ready for hire work; comprehensive 3 months' written guarantee; hire-purchase, exchanges.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [1275

£195.—Special offer to the trade; 1935 Austin 18hp saloon, full 7-seater, re-registered August, 1946, black finish, leather interior, face forward occasional seats, sound running order.—See below.

£225, very special bargain.—Austin 18hp Chalfont enclosed limousine, full 7-passenger model with division, face forward occasional seats and leather interior, front and rear; although a 1935 model the condition can be described as very sound, having regard for the year, and the car is ready to be put into immediate operation, being fully equipped for hire work; here is a chance to acquire a good solid limousine at much less than ordinary price.—See below.

£595.—1938 Austin 18hp Iver enclosed 7-passenger limousine, the most desirable and highly sought after model of the whole range of Austin 18 cars, on account of its extremely economical performance, combined with real limousine comfort; this particular Austin must in no way be confused either with an ex-Army reconditioned vehicle, re-registered for civilian use, or a converted saloon of dubious origin, but is a proper full 7-seater Iver limousine with all the necessary features of its type; exterior finish is black and chrome, upholstery is in high grade blue leather, face forward occasional seats are so placed as to allow the maximum leg room for rear compartment passengers, and the car is equipped with glass division; mechanically this Austin is in such condition that we can, with confidence, recommend and guarantee the vehicle as being ready to give a long term of reliable and very economical service, and at the ridiculously low price as quoted it cannot fail to appeal to enterprising hire firm or similar concern.

CAMDEN MOTORS for Austin 18 limousines; over 20 fully guaranteed used Austin 7-passenger limousines in stock; write for 18-page stock list; easy and confidential hire purchase, part exchanges; immediate drive away facilities.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [1149

ROSE & YOUNG, Ltd., offer: 1938 Austin Iver 7-passenger saloon, exceptional condition throughout.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [6485

R. C. MORTLAKE offers:—1937 Austin 18 Chalfont limousine, division, face-forward seats, new set of tyres; also 1937 York 7-passenger saloon, one private owner, immaculate, blue, blue leather, convenient hire-purchase terms.—253, Kensal Rd., W.10. Ladbroke 3155. [2846

395gns.—Austin 18, August, 1936, York 7-seater saloon, black, sliding head, blue leather, face-forward occasionals, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [1235

SEVEN SEATERS 1936/1937 Saloons-Limousines, forward occasionals, desirable condition throughout; from £450.—Below.

SEVEN SEATERS 1938/1939 Saloons, selected carriages, leather throughout, black, excellent tyres, certified mechanically.

LIMOUSINES 1938/1939 selected carriages, Ivers also Gordon partitioned Coachwork, 7-forward, leather throughout, black, really excellent condition; £790.

HEARSE 1938, Deck 7ft 3in, streamlined 1950 four bearer Coachwork, lavishly equipped.—Seen Alpe & Saunders, Providence Court, Grosvenor Square. 2941—Mayfair. [9841

Austin Eighteen Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.— 297, Euston Rd., N.W.1. Euston 1212. [0956

ROWLAND SMITH'S the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924

AUSTIN 18hp 7-seater limousines and saloons wanted, good condition, distance no object.—Green & Zonis, Ltd. 246-252, Deansgate, Manchester 3. Tel. Deansgate 3325-6. [0377

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041 [0925

7-SEATER Limousines 1937/1939—also 28hp—details please—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [9832

AUSTIN TWENTY-FOUR

£195.—1933 Austin 24hp Ranelagh long chassis 7-seater, face forward, in clean condition, definitely above average.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [1294

AUSTIN TWENTY-EIGHT

LIMOUSINE 1939 Ranelagh, Double Enclosed, 7-forward, black, genuine 20,000, meticulously maintained, 1948-condition.—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [9842

AUSTIN A125 and A135

NEWNHAMS, Ltd.

1949 Austin Sheerline saloon; black with beige; low mileage; carefully maintained.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [8035

GORDON CARS (LONDON), Ltd.—1948 (Aug.) Austin Princess saloon, indistinguishable from new.—Below.

GORDON CARS (LONDON), Ltd.—1949 (Jan.) Austin Sheerline saloon, grey, 8,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [9855

1949 Austin Sheerline saloon, silver grey, 6,000 miles, as new; offers.—Waterman Bros., The Garages, Spaxton. [9539

AUSTIN April, 1949, Princess saloon, 5,000 miles, one fastidious owner, whole car equal to new, black with brown interior; £1,750.

ASHMORE'S, Ltd., Roebuck Lane, West Bromwich. Tel. 0766. [9583

1949 Austin A125 Sheerline saloon, black, 11,000 miles.—L. F. Dove, 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [8768

ALLERY & BERNARD, Ltd., offer (Nov.) 1949 Austin Princess limousine, mileage 4,000, B.M.T.A. consent; £1,750.—372, King's Rd., S.W.3. Flax. 7345. [9574

1949 Austin Princess saloon, silver grey, 11,000 miles, superb condition; exchanges; £1,775.—Swanmore Garage, 1176-90, Christchurch Rd., Boscombe East. Tel. Southbourne 1022. [9534

Austin A125 and A135 Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [0352

AUSTIN MISCELLANEOUS

REGIONAL DISTRIBUTORS.

HIRE car and limousine specialists.

WRITE for details and location of cars to

SALES Dept.: 45, South Audley St., London, W.1.

AUSTIN limousine 7-seater, 1935-6, well kept all round, suitable hire car; £275.—Gla. 2035. [1096

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0374

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

C. G. NORMAN & Co.,

AUTHORIZED Austin dealers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6.

CASH immediately for good Austin.—H. F. Edwards, 28, Upper High St., Epsom, 9400. [1131

WANTED Austin 10 or 12 saloon.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [4812

BRITISH & COLONIAL MOTORS, Ltd., require good Austin cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [9693

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Austin cars.—56, Bayswater Rd., W.2. Paddington 1820. [9518

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel Weybridge 233. [0541

AUSTIN 8, 10, 12 and 16hp saloon; late models wanted urgently for cash.—Rawlings Bros., Ltd., 87, Cromwell Rd., S.W.7. Fro. 8161 [0416

1938-38 Austin 10 or 12 required, must be clean and genuine mileage stated.—Wilsons, 16, Trinity Gdns., S.W.9. Brixton 4011. [0313

URGENTLY wanted, good condition Austin cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [3755

URGENTLY required, all models Austin cars in really good condition.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. [1039

Austin Spares and Service

NORMAND, Ltd.,

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0232

C. G. NORMAN & Co.

AUTHORISED Austin dealers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-4.

THE CAR MART, Ltd.,

LONDON distributors, spare parts for all models, cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5 (Ealing 6717). [0160

Austin Spares and Service

FOR Austin mudguards, running boards, 1931-39.—Brooks, 85, Queens Rd., Brighton. [0382

AUSTIN reconditioned engines and gear box units; also spare parts for all models.—Sands, the Austin People, Burnham, Bucks 84. [0505

BROCKHURST GARAGE.—Harrow agents for Austin; sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0203

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first, 45-47, Newington Causeway, S.E.1. Hop. 2832, 2820. [0729

BARKERS MOTORS (LONDON), Ltd. Tel. Balham 6666 for Austin spares, sales and service.—209, Balham High Rd., S.W.17. [0504

AUSTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22876. [0285

AUSTIN spares.—Largest stockists in South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184

BENTLEY (3½ & 4¼-litre)

HROWEN, Ltd.

LONDON'S leading retailers of Bentley and Rolls-Royce cars, offer the following from their carefully selected stock:—

1935 Bentley 3½-litre 2-door saloon by Gurney Nutting; ref. H. 4260.

1936 Bentley 4¼-litre drop head coupe by James Young; ref. H.3395.

1947 Bentley 4¼-litre 2-door razor edge sports saloon by James Young; ref. H.2032.

1948 Bentley 4¼-litre 2-door sports saloon by Freestone and Webb; ref. H.4017.

BENTLEY new, for immediate delivery, power operated drop head coupe by Abbott; ref. OW800.

ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number, to:—

H. R. OWEN, Ltd.,

PROUD members of the Swain Group.

17, Berkeley St., London, W.1. Mayfair 7581 (6 lines).

ROLLS-ROYCE and Bentley repairs carried out with promptitude and efficiency at the Service Depot of H. R. Owen, Ltd., at Swain Corner, North Circular Rd., Brent Cross, Hendon, N.W.4. Tel. Speedwell 1196-7.

HHOFFMANN'S of Halifax.

MEANS cars of distinction.

1949 Bentley Mark VI 4¼-litre sports saloon by Cooper; ref. H.3796.

1947 Bentley Mark VI sports saloon by James Young; ref. H. 2032.

1936 Bentley 4¼-litre sports saloon by Barker; ref. H.3741.

1935 Bentley 3½-litre sports saloon by A. Mulliner; ref. H.3035.

ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number to:—

HOFFMANN'S of Halifax.

PROUD members of the Swain Group.

OPEN 8 a.m. to 7 p.m. (week-days).

HOFFMANN'S GARAGE, Ltd., Huddersfield Rd., Halifax, Yorkshire. Tel. Halifax 5944 (10 line). [9565

CMCAR MART, Ltd.

BENTLEY Mark VI, 1949 (Nov.) (B.M.T.A. consent), 4¼-litre specially designed razor-edge sports saloon, coachwork by H. J. Mulliner & Co., Ltd.; colour claret with beige leather upholstery, 2,000 miles.

BENTLEY 4¼-litre, 1938, saloon by Park Ward, 6 months' guarantee; £1,695.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [9794

MEMANN EGERTON & Co., Ltd., offer:—

1948 Bentley Mk VI steel saloon, grey with grey leather upholstery.

1948 Bentley Mk VI steel saloon, grey with maroon leather upholstery.

1939 Bentley 4¼-litre overdrive model Park Ward saloon, black with blue leather upholstery, numerous extras.

14, Berkeley St., W.1. Regent 2073. [9712

DICKS CAR SALES offer.—

1935 3½-litre Bentley Park Ward sports saloon; £975.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [8119

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Bentley cars.

1937 (January) 4¼-litre Bentley, with special sports saloon body by Park Ward, black with green upholstery, speedometer reading 51,000, chassis No. B 28 JD, in first-class condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1428

BENTLEY (3½ & 4¼-litre)

JBJACK BARCLAY, LIMITED,

LARGEST Official Retailers of Rolls-Royce and Bentley; Stock List of used models on request to

12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [0067

RIPPON.

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RIPPON BROS., Ltd.

NORTHERN Bentley Specialists.

1948 Mark VI standard saloon, black, with brown leather upholstery.

1947 Mark VI standard saloon, black, with beige leather upholstery.

1939 4¼-litre with overdrive, fitted special 4-door sports saloon by Rippon.

1939 4¼-litre with overdrive, special 4-door sports saloon by Park Ward.

1936 4¼-litre, fitted with 4-door sports saloon by Rippon.

FOR further particulars contact the largest Bentley distributors,

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). [0906

JACK OLDING, of Mayfair,

OFFICIAL Rolls-Royce and Bentley retailers,

OFFER:—

MARK VI Bentley (first registered 1949) Park Ward power-operated coupe, mileage 5,000.

MARK VI Bentley standard saloon, finished black with brown leather upholstery, 35,000 miles, first registered April, 1948.

4¼-litre Bentley 2-door semi-streamlined saloon by Hooper, finished green with green leather, originally delivered 1936.

DETAILS of new Bentley cars for early delivery on application.

AUDLEY HOUSE,

NORTH Audley St., W.1. Mayfair 5242. [9727

LARGE stock of 3½-4½ Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkely St., W.1. Mayfair 2933 (6 lines). [0096

CHARLES FOLLETT, Ltd., accredited Bentley and Rolls-Royce retailers and repairers, offer:—

1947 (Aug.) Bentley Mk. VI all-steel saloon, finished most attractively in black and grey with grey leather upholstery, one owner, 24,400 miles, recently passed by makers.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores: 12, Wellesley Ave., W.6. Riv. 1413. [9737

BENTLEY 1948 Mark VI saloon, finished black wth brown upholstery, one owner, perfect condition: £3,250

ASHMORE'S, Ltd., Roebuck Lane West Bromwich. Tel. 0766. [9584

1949 Bentley Mark VI Park Ward drop head coupe; mileage 1,950; ex-covenant; £4,500.—BM/EDRA, London, W.C.1. [8616

1936 delivery 4¼-litre Bentley fitted with sports saloon body by Mulliner, colour grey with grey leather upholstery.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London, S.W.7. (Ken. 9477-8). [1227

NEW and second-hand Bentley cars on exhibition at Hooper & Co. (Coachbuilders), Ltd., 54, St. James's St., S.W.1. Official retailers for Rolls-Royce and Bentley cars. [0904

1936 4¼-litre Bentley pillarless saloon by Vanden Plas, one titled owner, just had overhaul by Bentleys; £1,350, no offers.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [8163

41-litre razor edged pillarless sports 4-door saloon, **44** by Freestone & Webb (June, 1937), black, grey hide upholstery, a most attractive car in exceptional condition.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Spe. 0011. [9744

£2950.—1948 Mark VI Bentley S.S. saloon, moderate mileage, one owner, serviced by makers since new, in new condition throughout; exchanges.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [8811

1949 (January) Bentley Mark VI standard saloon, one owner, chauffeur kept, 17,000 miles only, finished black with brown hide upholstery, an immaculate car; £3,750.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221 (3 lines). [9571

BENTLEY (other than 3½ & 4¼-litre)

SCUDDER & WALL.—See our advertisement under "Sports Cars." [9097

EXCEPTIONAL 8-litre, £10 tax, 11ft wheel base, about £1,000 rebuilt; first offer near £850.—Box 4032. [1108

1927 Bentley 2-litre Red Label model, converted to 2-seater coupe, good condition; £295.—Bryan Chapman, 72, Berkeley St., Scunthorpe. [1095

325 gns.—Bentley, 1928 series (rec. Oct. 1935) Red Label 3-litre short chassis speed model sports 4-seater, British racing green, leather upholstery, tonneau cover, Bosch horn, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [1236

3-litre Red Label short chassis, late type engine recently, completely rebuilt, carburettors tuned by S.U., giving 24 mpg. 4½ steering, brakes overhauled, now exceptional; new double Hartfords just fitted, new chrome radiator by Gallay, new wheels with 600×19 tyres; 24-gall tank; all bright parts re-chromed by Gallay; chassis and Vanden Plas body completely stripped and repainted; new all-over tonneau cover; £350 spent with well-known specialists; full basic; seen Midlands or London; £645.—Smith, 29, Flint Green Rd., Birmingham, 27. [1351

Bentley Cars Wanted

SGOOUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 2933. Head Office, Hoffmanns Garage, Ltd., Huddersfield Rd., Halifax, Yorks Tel. Halifax 5944. [0515

CMTHE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. [0958

J. MARSHALL.

WANTED, Bentley 3½- and 4¼-litres, all types of coachwork, any condition, immediate cash settlement.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [4987

ROWLAND SMITH'S the Bentley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0927

BARTLETT is most anxious to purchase 3½ and 4¼ Bentleys.—27a, Pembridge Villas, W.11. Bayswater 0523. [5093

URGENTLY required, good 3½-litre or 4¼-litre pre-war Bentley.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [1128

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [7458

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0907

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0813

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works & stores, —12, Wellesley Ave., W.6. Riv. 1413. [8363

Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624

W. W. COUPER, Ltd., Catherine St., St. Albans 4345.

SPARES and servcie.—The only officially appointed Bentley special retailers and repairers in the county of Hertfordshire. [0622

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.

SHOWROOMS.—18, Berkeley St W.1 May 6266

SPARE parts.

SERVICE.—12, Wellesley Ave., W 6 Riv 1413. [8367

B.M.W. Cars Wanted

CASH immediately for good B.M.W.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [1137

Bond Minicar Wanted

WANTED, Bond Minicar, used, good condition.—Colman, 1, St. Stephen's Gdns., W.2. [9463

BRISTOL

AA.F.N., Ltd.,

JOINT distributors for London, Home and Eastern Counties; also Berkshire, Bedfordshire and Buckinghamshire, offer:—

1949 Bristol saloon, 400/85A, metallic green, one owner, mileage 7,000, radio, passed by manufacturers.

1948 Bristol saloon, 400/85A, black, one owner, always serviced by us, fully modified.

1948 Bristol saloon, 400/85A, metallic blue, radio and heater, one owner.

FULL particulars on request.

FALCON Works, London Rd., Isleworth. Hounslow 0011. [9942

UM Ltd.

UNIVERSITY MOTORS, Ltd., Joint Distributors, London, Home and Eastern Counties; also Berks, Beds and Bucks.

UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. [0163

KEVILL, DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1. Gro. 2565. [0296

KEVILL-DAVIES & MARCH, Ltd. offer:—

1948 Bristol saloon 400/85A maroon radio heater, owner taking delivery of Bristol 401.

1948 Bristol saloon 400/85A, black, radio, heater, owner taken delivery of Bristol 401.

41—42, Hay's Mews, Berkeley Sq., W.1. Grosvenor 2563. [6824

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol. Tel. 25280.—Distributors in the West for Bristol cars. Details and catalogues on request. [0490

SCOTLAND and Northern England; consult the enthusiasts.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [0549

BRISTOL, all models including type 401 4-5-seater on view, also Bristol type 400 saloon; used models available; the advantages of dealing with leading distributors will be obvious.

ANTHONY GROOK MOTORS, Town End, Caterham Hill, Surrey. Tel. 466. [1839

Bristol Cars Wanted

1949 low mileage Bristol wanted.—Philip Foster, 106, High St., Uxbridge. Tel. 1202. [1196

A.F.N., Ltd., will purchase Bristol Type 400 saloons.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [4613

Bristol Spares and Service

JAMES H. GALT, Ltd., Bristol distributors for Scotland and Northern England.—Works: 71-73, Dobbies Loan, Glasgow, C. 4. Tel. Douglas 0638. [0458

BRITISH SALMSON

SEPT., 1938, 14hp British Salmson saloon, rebored, clutch relined at works this month, total mileage 41,000; £450.—Box 4016. [1181

British Salmson Spares and Service

COMPLETE overhauls, repairs, service and spares for British Salmson cars.—Raynes Park, London, S.W.20. Tel. Wimbledon 0185. [0245

B.S.A.

R. S. CURRIE & Co., Ltd., offer 1940 B.S.A. Scout 10hp open 4-seater, black, red leather, excellent condition; £335.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [3369

145 gns.—B.S.A. 1934, 9hp. Peerless foursome coupe, black, sliding head, red leather, preselector, fluid flywheel, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1237

B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0928

RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3135

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144

BUGATTI

FRIARY MOTORS, Ltd.

1939 Type 57 Bugatti 4-seater drop head coupe, finished dual blue, pigskin upholstery, hydraulic brakes; £950.

STRAIGHT Rd., Old Windsor. Tel. Windsor 1100. [9670

BARTLETT.—Bugatti late series 57 saloon; £925; Bugatti 57 drop head; £595; Bugatti famous 51 Grand Prix.—27a, Pembridge Villas, W.11. [9934

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 55, Netherwood St., N.W.6. Maida Vale 1351. [0071

BUICK

CAR MART, Ltd.

BUICK, 1938, Pullman 7-seater limousine, 6 months' guarantee; £1,075.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [9795

SIMPSON'S MOTORS offer:—

1939 Buick limousine, immaculate motor car; £750.

1938 Buick fixed head coupe, radio, immaculate car; £445.

1937 Buick special foursome drophead coupe, immaculate motor car; £425.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [1017

CONTINENTAL CARS, Ltd.

1935 Buick Victoria saloon, 4-str. coupe, good mechanical condition; £165.

PORTSMOUTH Road, Send, Surrey. Tel. Ripley 3122/3. [9456

SIMPSON'S MOTORS offer:—

1939 Buick limousine, immaculate condition; £750.

1938 Buick fixed head coupe; £445.

1937 Buick special foursome drophead coupe; £425.

1947 model Chevrolet 4-door sedan; £1,050.

1947 Ford V8 4-door sedan, radio, heater; £885.

PART exchange accepted.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [1015

1937 Buick saloon, blue/leather.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [8938

JOE THOMPSON (MOTORS), Ltd., offers:—

1947 Buick 51 super saloon, colour blue, l.h.d., 23,000 miles, grey cloth upholstery fitted with heater.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [5133

LIMOUSINES, roomy 7/8-seaters, from £500.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [7958

BUICK, 1935, 7-passenger limousine, immaculate condition; overhauled throughout; £350 or nearest offer.—Aldridge, Southgate. Palmers Green 0723. [1103

FOR sale, 1938 Buick Viceroy saloon, 31hp, licenced, in perfect running condition, immaculate black finish, radio, private owner; £625.—Tel. Accrington 3349, or write Box 3974. [9546

1939 Buick Albemarle drop head foursome coupe, extremely good condition; outright sale or exchange smaller car.—Greenways, Lockerley, nr. Romsey. Tel. Lockerley 312. [9633

1947 (first regd. 1946 model) Buick Roadmaster saloon, £10 tax, right hand drive, 17,000 miles, an immaculate car; £1,895.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221 (3 lines). [9570

LIMOUSINE, 1937, Double Enclosed, 8-forward, radio, excellent condition, black; £795.—Below.

LIMOUSINE, 1939, partitioned, 7-forward, black, 31,000, unquestionable condition, radio, privately owned, reasonable cost.—Aloe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [9843

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Buick. Wembley 3903. [7994

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Farm St., London, W.1. Tel. Gros 4747. [0747

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0304

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

CADILLAC

1936 Cadillac limousine, privately owned, immaculate.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [4827

CADILLAC foursome drop head coupe, first regd. 1941, fitted new engine, very fast and attractive, maroon with leather upholstery, fitted radio and heater.

ASHMORE'S, Ltd., Roebuck Lane, West Bromwich. Tel. 0766. [9585

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac. Wembley 3903. [7996

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Farm St., London, W.1. Tel. Gros. 4747. [0748

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0004

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

CHEVROLET

SIMPSON'S MOTORS offer:—

CHEVROLET Fleetmaster de luxe, first registered 12th month 1946, 4-door, coachwork and interior immaculate, moderately low mileage, exceptionally nice motor car, genuine one owner car; £1,050.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [9115

1949 Chevrolet 4-door saloon de luxe, 3,000 miles.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [8927

1947 Chevrolet Styleline saloon; £1,075.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9700

1947 Chevrolet Fleetmaster 4-door saloon, truly beautiful condition, 17,000 miles, left-hand drive; £1,295.—Crawley, Western 6015. [7390

CASS'S MOTOR MART.—1938 Chevrolet saloon, black, 44,000 miles, exceptional; £425; written guarantee.—5, Warren St., W.1. Euston 3523. [8172

CHEVROLET, 1937, luxurious Club coupe in excellent condition; I.F.S. rebuilt engine, chauffeur maintained; show car; £350.—Mr. Parry, Whitehall 3242. [1328

1937 Chevrolet 30hp saloon, Bedford cord, very clean exterior and interior, taxed year, bargain; £375.—Rogers Garage, 72, Chiswick High Rd., W.4. Chiswick 4815-6. [1206

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chevrolet. Wembley 3903. [7997

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Farm St., London, W.1. Tel. Gros. 4747. [0749

DISTRIBUTORS for London & Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9692

PRIVATE buyer offers up to £1,500 for post-war American car, new look Chevrolet, Ford or Studebaker preferred.—Peters, Rowley Farm, Lowfield Heath, Nr. Crawley, Sussex. Tel. Crawley 875. [1066

Chevrolet Spares and Service

CHEVROLET spares and repairs—for private vehicles only. Distributors for London & Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9710

CHRYSLER

DICKS CAR SALES offer:—

1947 Chrysler Windsor saloon, automatic drive, numerous extras, radio, heater, etc., really as new; £1,650.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [9936

£325.—Drop head coupe Chrysler Royal, four-door, overdrive, etc., re-cellulosed.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [9776

1942 Plymouth special de luxe, pale grey coupe, 23 m.p.g., 6 cylinders, perfect condition, heater, radio, completely overhauled; £950.—Nashdom Abbey, Burnham, Bucks. [1085

£345!!!—Chrysler 24hp Wimbledon 6-seater saloon, 1938, very clean cellulose, real leather upholstery, commodious interior, really elegant appearance with first-rate engine and good tyres, performance well above the average and a bargain at the price.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Easy and confidential hire purchase. Part exchanges. Immediate drive-away facilities or free delivery anywhere in the United Kingdom. [1162

Chrysler Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chrysler. Wembley 3903. [7998

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0929

CASH immediately for good Chrysler.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1113

Chrysler Cars Wanted

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Farm St., London, W.1. Tel. Gros. 4747. [0752

FIRST-CLASS Chrysler cars urgently wanted.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds, 7. Tel. 43405. [0567

7-SEATERS 1937/38/39 Royal-Wimbledon-Dodge privately owned Limousines required.—Alpe, Providence Court, Grosvenor Square. Mayfair-2941. [9834

Chrysler Spares and Service

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0361

CITROEN

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1946 Citroen Light 15, colour fawn, excellent motor car; £650.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [8934

CONTINENTAL CARS, Ltd.

1946 Citroen 15, 20,000 miles, taxed; £650.

1948 Citroen 15, black and red, Radiomobile, taxed; £865.

PORTSMOUTH Road, Send, Surrey. Tel. Ripley 3122/3. [9453

DICKS CAR SALES offer:—

1939-40 Citroen 15hp saloon, very fine order, carefully used; £450.

1947 Citroen 15 saloon,, very fine order throughout; £725.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [9935

JOHN S. TRUSCOTT, Ltd., for really good Citroens.

PRESENT stock includes 3 1948 saloons from £850, 1 1947 saloon £795; others shortly available; only first class examples are offered, they have been thoroughly serviced and are open to any reasonable trial and examination; exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bays. 4274. [9817

H. W. MOTORS, Ltd., the Citroen specialists, offer:—

1940 6-cyl. grand luxe saloon, in superlative order throughout, 48,000 miles, 2,000 only since engine overhaul, black cellulose finish practically unscratched; superb brown Vaumol leather upholstery, carpets and head lining in beautiful condition, chromium plate as new, extras include Bluemel spring steering wheel, large chromium plated fog and pass light and wheel discs; this magnificent car has been thoroughly checked by our works and represents a real opportunity at 950gns.

ANOTHER 6-cyl. saloon in process of overhaul and renovation.

1948 light 15 de luxe saloon, 13,000 miles, one owner, finished in black with brown leather upholstery a carefully maintained car in practically new condition throughout; £875.

1946 light 15 de luxe saloon, 19,000 miles, one owner, finished in black with brown leather upholstery; this car has been exceptionally well cared for and will be available in approximately 10 days; £685.

WHEREVER you are—phone, write or call—the Citroen specialists.

H. W. MOTORS, Ltd., Walton-on-Thames, 783 and 1437. [8696

2 Citroens, 1947 and 1948, black with leather, mileage 17,000 and 11,000; £790 and £890 respectively.

BREW BROS., Ltd., 133, Old Brompton Rd., S.W.7. Kensington 2468. [1265

1946 (December) silver, works maintained, 19,000 miles; £665.—Davis, Romeyn Rd., S.W.16. Streatham 2309 (evenings). [1091

1946 Citroen 15hp saloon, one owner, excellent condition throughout; £675.—Dobson's, Ltd., Staines, Middx. Tel. 801. [9662

1938 Citroen 12 black saloon, excellent condition, new gear box, etc., carefully maintained; £345.—Owner, Ambassador 5096. [1107

1938 Citroen 12hp saloon, moderate mileage, in excellent order throughout; £325.—Tyne, Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [9653

1947, registered 17th December 1946, Citroen 15hp saloon, silver with beige upholstery, Brooklands steering wheel, 18,000 miles nearly new tyres; £750.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [8161

Citroen Cars Wanted

CMT THE CAR MART, Ltd., wish to puchase Citroen cars.—320, Euston Rd., N.W.1. Euston 1212. [0712

C. G. NORMAN & Co.,

CITROEN distributors for the County of London.

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6

PRE-WAR Citroen wanted, private buyer.—10, Gatwick Green, Bishop's Stortford, Herts. [1064

POST-WAR Citroen required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0855

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0930

H. W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 783 and 1437. [4865

JOHN S. TRUSCOTT, Ltd., urgently require first class Citroens.—173, Westbourne Grove, W.11. Bays. 4274. [9820

ACE SERVICE STATION (LONDON), Ltd., purchase for cash all Citroen cars.—North Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [6774

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2. [0187

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. Grams, Trubie.

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen spares, reconditioned drive trains, 48-hr service. [7923

CITROEN specialists, breakdown service, exchange gear box fitted 24 hours.—Lorraine Garage, 29/30, Elvaston Mews S Kensington S.W.7. Western 6974. [4370

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage Ltd., Bexleyheath 725. [0746

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hr.; all spares stocked. [2668

DAIMLER

GUY SALMON AUTOMOBILES, Ltd., offer:—

1939 (August) Daimler 24hp owner driver sports saloon, by Charlesworth, a roomy saloon with most attractive lines in superb original condition; £895.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [5195

1948 18hp Daimler saloon, black, blue leather upholstery, 10,000 miles, one owner.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951) and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [8950

1946 2½-litre Daimler saloon, in grey and blue, small mileage, an attractive car.

LANCEFIELD COACHWORKS, Wrenfield Place, Herries St., W.10. Ladbroke 2951. [9960

DAIMLER 15hp 1935 saloon, recent complete overhaul at cost of £170, not run since; excellent condition; offers.—Box 4040. [1527

1938 Straight Eight limousine, F. chassis, suitable for hearse; £485.—J. B. Taneborne, 30, Wilton Row, S.W.1. Sloane 4665. [3234

DAIMLER 7-pasenger limousine, 4¼-litre Straight 8, leather to front seats, cloth in rear, whole car in immaculate condition. £10 tax.

ASHMORE'S, Ltd., Roebuck Lane, West Bromwich. Tel. 0766. [9586

1938/9 E.L. 24 Daimler limousines, indistinguishable from new.—J. B. Taneborne, 30, Wilton Row, London, S.W.1. Sloane 4665. [1805

1934 Daimler 15hp saloon, black with red upholstery, 1 owner, in excellent condition throughout; £225.—Haskins. Ladbroke 1155. [7855

1935 Daimler 26hp Straight 8 limousine, Park Ward, in excellent condition, recently overhauled at works; a bargain for quick sale; offers.—Box 4010. [1175

DAIMLER 15 saloon, 1936, fitted division, excellent condition throughout; £300.—B. & H. Motors, Bignells Corner, South Mimms, Herts. South Mimms 2251-2. [9720

1934 Daimler 20hp saloon, black, with green upholstery, excellent condition, over 20 miles to gal., taxed to 1951; £275, o.n.o.—Toon, Mile Hill, Romsey, Hants. Tel. 3516. [1062

1936 Daimler 32hp enclosed limousine, by James Young, in original superlative condition throughout; £525.—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 4100 (private exch.). [8960

STRATSTONE, the Daimler specialists, offer a comprehensive range of good second-hand Daimlers, both saloons and limousines.—Stratstone, 40, Berkeley St., London, W.1. (Mayfair 4404.) [6376

21-litre 4-door saloon (reg. Aug., 1948), finished navy blue/blue hide upholstery, small mileage, one owner, cost nearly £2,000; offered at £1,425.—By Austin House, 144, Golders Green Rd., N.W.11. Spe. 0011. [9745

1940 (July) Daimler 2½-litre saloon, finished black, brown leather, one owner, excellent condition throughout, any examination; £750.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [9329

1948 18hp Daimler black saloon, low mileage, chauffeur driven, serviced by makers, perfect and guaranteed immaculate throughout; £1,650.—Write re car, 52, Albion Gate, London, W.2, or Tel. Holborn 4106 between 10 a.m. and 4 p.m. [9219

E.L.24 limousine, 1937 (June) Daimler 7-passenger double enclosed limousine, chauffeur's division, forward occasionals, finished dark blue and black, very low mileage, almost new tyres, taxed, in exceptional condition throughout; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [9157

LIMOUSINE, 1938, double enclosed, E.L. 24hp, 7-forward, 25,000, black, private, desirable condition, bargain value.

LIMOUSINE, 1938 32hp Hooper, partition, 7-forward, black, delightful condition, genuine 12,000, opportunity; £1,385.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [9844

Daimler Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 3434. [0959

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0932

LIMOUSINE Modern 24hp-32hp required. Details please.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [9835

LONDON CARS require several good pre-war 17-18hp Daimlers.—Full particulars to 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [8357

WANTED.—Daimler limousine, 24hp, E.L. type, 1937-9; state details and price.—Apply Messrs. Finglands, Ltd., 213, Wilmslow Rd., Manchester 14. [1037

Daimler Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0236

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service.—Kidderminster Rd., Croydon 5775. [0688

SPECIALISED Daimler gear box service; all types quick deliveries, guaranteed work; spare parts supplied.—H. & A. Engineering, 35, Grant Rd., Croydon, Surrey. Addiscombe 2931. [0145

DAIMLER and Lanchester spares.—Large stock all spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 4874.

DELAGE

£285.—Delage D.8 drop head foursome coupe, a quality car with amazing performance, coupled with magnificent appearance.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [1290

1937 Delage Continental saloon, 3½-litre, very fast motor car, Cotal electric gear box, engine reconditioned, in first class order; £495.—R. E. P. Garages, Ltd., 302-6, King St., Hammersmith, W.6. Riverside 2881-2. [6460

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd., (Incorporating Selborne Motors, Ltd., established 1926).

RAPID repairs and parts for Delage.

SOLE concessionaires for Great Britain etc.

HEAD office, 82, Park St., W.1.

[6493

WE buy, sell and repair Delages.—Marlborough Garage, Abbey Rd., St. John's Wood, N.W.8. Mal. 0267. [1099

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1, Delage specialists; all facilities and pre-war factory trained staff to carry out mechanical, electrical and coachwork repairs; large stocks of genuine spares.—Tel. Grosvenor 4141. [0501

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).

SOLE concessionaires for the famous Delahaye cars.

U.S.A. and other overseas enquiries invited.

HEAD Office: Regional House, 82, Park St., W.1.

[2407

DELLOW

DELLOW, tubular chassis, October 1948, 5,000 miles; £425.—Sleeman's Motors, Perry Barr, Birmingham. [1099

D.K.W.

B. & M. GARAGES, Ltd., offer:—

1938 D.K.W. Master de luxe saloon, in cream and black, recently overhauled.

1940 D.K.W. all metal de luxe new series model, in black.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts at £30/10; sleeved cylinder blocks, £10/10; both items on exchange basis plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066

DODGE

1948 Dodge 4-dr. saloon, radio and heater, l.h. drive, 20,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9688

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0362

FIAT

FIAT 1939 500 coupe, probably best available; £365.—27a, Pembridge Villas, W.11. [9931

FIAT 500 saloon, 1948, perfect condition, many extras; £230.—Prince, 131, Bath Rd., Salt Hill, Slough. [9421

1938 Fiat 1100 pillarless saloon, sun roof, in good condition; £285.—Albemarle Motors, Ltd., Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 6507 and 1520. [3774

FOX & NICHOLL Ltd., have 1939 Fiat 500 models, two- and four-seaters; rebuilt 500 engines usually available; spares and service specialists.—Kingston By-Pass Rd. Derwent 1122. [0242

1500 2/4-seater, drop head, Ghia body, new celluloise and chromium, very good-looking, crankshaft reground, cylinder linered, engine as new throughout, new battery.—Phillips, Chase, Sible Hedingham, Essex. [9233

295 gns.—Fiat, 1939, 1,100cc 4-door pillarless saloon, grey, sliding head, red leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1238

£225 cash, or £70 deposit.—1937/8 Fiat 500 coupe, black with blue leather, clean inside and out, splendid performance; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [5581

MAYFAIR GARAGES, Ltd. (June, 1939) 1100 508c 4-door de luxe pillarless saloon with sun roof, Fiat blue with hide upholstery to match, small mileage, very carefully maintained, outstanding condition throughout; 3 months' guarantee; £465; below.

MAYFAIR GARAGES, Ltd., 1938 model, 500 de luxe convertible coupe, silver, red leather, good tyres, plated luggage carrier, carefully maintained; 3 months' guarantee; £265; below.

MAYFAIR GARAGES, Ltd., 1937 model, 500 convertible coupe, black, red leather, good tyres, new hood, well maintained in very good condition througout; 3 months' guarantee; £245 below.

MAYFAIR GARAGES, Ltd. (Fiat sales and service), Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 5104-5. [9725

Fiat Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Fiat cars.—520, Euston Rd., N.W.1. Euston 1212. [0960

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0933

CASH immediately for good Fiat.—H. F. Edwards, 28, Upper High St., Epsom, 9400. [1133

MAYFAIR GARAGES, Ltd., Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want 500s, 1100s and 1500s for cash. 'Phone or write for buyer to call. [7448

Fiat Spares and Service

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay 5712. [0136

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0906

FIAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators in exchange; spare wheel covers, luggage carriers, supercharger sets, Metric spanners; complete servicing all models.—Derrington, 159, London Rd., Kingston 5621-2. [7383

FORD (8 h.p.)

CAR MART, Ltd.

FORD Anglia, 1948-9, new type, 2,000 miles; £635.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [9796

BROWNS for Fords.

1947 Ford Anglia saloon, in immaculate condition, choice of three from £395.—Brown's Garage, Loughton (Essex) 4119. (Tube) [9667

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0099

G. P. (BALHAM), Ltd., offer:—

255 gns.—1938/9 Ford 8 saloon, any trial, choice of three.

G. P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. [9998

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford 8hp Anglia, black, red, 7,000 miles; choice of 3.

1949 Ford 8hp Anglia, beige, red, 13,000 miles.

1948 Ford 8hp Anglia, black, red, 7,000 miles; choice of 2.

1947 Ford 8hp Anglia, black, red, 8,000 miles.

1946 Ford 8hp Anglia, black, red, 22,000 miles.

56 Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alperton, Middx. Perivale 3388 and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [9811

175 gns.—1937 Ford 8 saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [9694

1947 Ford 8 saloon, black, one owner; £475.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. [8154

FORD Anglia (April, 1949), 5,000 miles. Gen. as new, black-red.—Darby, Smetrol, Ramsgate Rd., Broadstairs. Tel. 799. [1324

1949 Ford Anglia saloon, 2,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9706

1949 Ford 8hp Anglia saloon, finished black with brown leather upholstery, mileage 6,594, spare unused, one owner; £545.

E. C. STEARNS & Co., 250/262, Brompton Rd., S.W.3. Ken. 0081. [9824

1937 Ford 8, privately owned, in splendid order; £245.—S. Bowen & Sons, Hillside Garage, Edgware. Tel. Edgware 4464-5. [7263

1939 Ford 8 saloon, black, all good tyres, green rexine upholstery, exceptionally good mechanical condition; bargain, 275gns.

DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352. [9249

1948 Ford Anglia saloon, finished in black; one owner; 15,000 miles, carefully maintained, immaculate condition, taxed; £515.

M.B. MOTORS, 356, New Cross Rd., London, S.E.4. Tideway 3779. [9006

FORD Anglia (October 1948), mileage 7,000, green, leather, as new; £495.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [9995

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946/8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [5367

1947 (June) Ford 8 saloon, black, loose covers, etc., taxed; £445.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [9941

£125!—1937 Ford 8 2-door saloon, replacement unit, new tyres all round, excellent mechanical order throughout, bodywork sound, but wings only fair; terms and exchanges.—Below.

£95!—1934/5 Ford 8 2-door saloon, sound order throughout; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [9871

1948 Ford Anglia saloon, low mileage, in very good condition throughout; £495; 1940 Ford Anglia saloon, very clean bodywork, excellent mechanical condition, £335; 1938 Ford 8 saloon, excellent bodywork and in first-class running order, £310.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [8142

FORD (8 h.p.)

ROSE & YOUNG, Ltd., offer 1949 Ford Anglia saloon, 6,000 miles; £525.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [9919

1938-9 Ford 8 black saloon, reconditioned engine recently fitted, clean inside and out, £255 cash or £75 deposit, balance payable over 18 months; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [7409

Ford Eight Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Ford 8hp cars. —150, Park Lane, W.1. Grosvenor 3454. [0713

I REQUIRE post-war Ford 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [1332

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041 [0934

CASH buyers of low mileage Ford 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0789

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 8hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0588

FORD 8s wanted for cash, immediately.—King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536/7. [1348

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3134

FORD (10 h.p.)

CAR MART, Ltd.

FORD 10hp Prefect, 1949, new type, 2,000 miles; £735. Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [9797

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100

G. P. (BALHAM), Ltd., offer:—

295 gns.—1939 Ford 10 Prefect saloon, leather upholstery, excellent condition, any trial; also

1940 Prefect as above, choice of three.

G. P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. [9999

H. A. SAUNDERS, Ltd., offer:—

1947 Ford 10hp Prefect saloon, black, green leather, 9,000 miles; £595.

1948 Ford 10hp Prefect saloon, black/red leather, 6,000 miles; £635.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [1032

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford 10hp Prefect, beige, red hide, 1,500 miles only.

1949 (new type) Ford 10hp Prefect, black, hide, 2,000 miles.

1949 (new type) Ford 10hp Prefect, beige, hide 8,000 miles.

1949 (new type) Ford 10hp Prefect, black, hide, 8,000 miles; choice of 2.

1948 Ford 10hp Prefect, black, hide, 11,000 miles; choice of 3.

1947 Ford 10hp Prefect, black, hide, 27,000 miles, reconditioned engine.

56 Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alperton, Mddx. Perivale 3388 and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [9612

1939 Ford 10 Prefect 4-door saloon, leather upholstery, exceptional condition; £375.

WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177 [9487

1947 Ford 10 Prefect 4-door saloon, black with red leather upholstery, very nice throughout; £495.

WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [9488

1939 Ford 10hp Prefect 4-door saloon de luxe, black with red leather upholstery, fitted with radio; £345.

E. C. STEARNS & Co., 250/262, Brompton Rd., S.W.3. Ken. 0061. [9825

1948 (June) Ford Prefect saloon, black, cloth upholstery, 17,000 miles, loose covers, taxed year, unscratched; £625.

CHARING CROSS GARAGE, Villiers St., Strand. Tem. 1489. [9382

1946 (29.12.45) Ford Prefect saloon, black with brown hide upholstery, loose covers, spot lamp, exchange engine; £485.

W. J. BROWN, Ltd., Main Ford Dealers, 339, Finchley Rd., N.W.3. Ham. 4414. [8912

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 post-war Prefect saloons, low mileage, all guaranteed. [7592

1935 Ford 10 saloon, fitted 8hp engine, economical, good performance; £145.—Chalet, Grays Rd., Westerham Hill, Kent. [1076

1949 Ford Prefect saloon (new type), 1,000 miles. —British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9699

1947 Ford Prefect saloon, immaculate, black, 17,000 miles; £550.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2255. [8824

£325.—Ford Prefect 1939 sln. excellent condition throughout, re-con. engine recently fitted, good appearance; many others.

DENMOTORS, 1, Clarendon Rd., Holland Park, Park 5066/1; open Mon. to Sat. 9-6 (50 yards Holland Park Tube). [9460

5000 miles.—1948 (Dec.) Ford Prefect saloon, leather.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [9618

FORD (10 h.p.)

4000 miles.—1949 (May 1st) Ford Prefect saloon, leather, radio.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [9617

GORDON CARS (LONDON), Ltd.—1948 model Ford Prefect saloon, black, brown leather, excellent order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [9856

195 gns.—Ford 10hp 1936 saloon de luxe, repainted, taxed year; exchanges and hire purchase.—Taylor, 37, Elvaston Place, S.W.7. Western 0489. [9904

1948 (July) Ford 10 saloon, black, 12,000 miles, one owner, as new throughout; £595.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [8155

1947 Ford Prefect, black/cloth upholstery, new engine fitted; £495.—L. F. Dove, Ltd., The Mid-Surrey Used Car Centre, Guildford Rd. Tel. Woking 1282. [9558

1949 Ford Prefect saloon, 2,600 miles, black with cloth upholstery, as new, in excellent condition throughout.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [8924

1948 Ford Prefect saloon, black, cloth upholstery, low mileage; also 1939 Ford Prefect saloon, 4-door, cloth upholstery, in very nice condition throughout; also 1940 model Ford Prefect saloon, 2-door, leather upholstery.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [6969

£74 deposit or £249 cash.—1938 model Ford 10, 4-door saloon, clean black cellulose with red leather upholstery, sound condition throughout; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [9151

Ford Ten Cars Wanted

ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935

POST-WAR Ford 10 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0854

MARSTON MOTOR Co., Ltd., for your Ford 10. Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low mileage Ford 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0790

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 10hp cars for cash.—56, Park Lane, London, W. 1. Regent 4866. [0156

FORD 10s wanted for cash, immediately.—King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536/7. [1349

RAYMOND WAY the hire-purchase specialists, are still buying Ford 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5660

FORD (V.8)

DICKS CAR SALES offer.—

1939 Ford 22hp saloon, definitely unmarked; £345.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [8127

SIMPSON'S MOTORS offer:—

FORD V.8 (late 1947) super de luxe, fitted radio and heater, magnificent car; £885.

1939 Ford 22hp, very good condition, interior, mechanical condition and tyres very good, cheap motor car; £315.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [1016

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 (March) Ford Pilot, green, beige hide, radio, 5,000 miles.

1937 Ford 30hp V.8 model 78 saloon, black, Bedford cord, exceptional.

56 Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alperton, Mddx. Perivale 3388 and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [9615

1939 Ford V.8 22hp, reconditioned engine 1947, only two owners; £325 or first offer.—London, Prospect 4506. [1048

1949 New Look American Ford V.8, 2,000 miles.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Sloane 3557-6970. [8928

1949 (May) Ford Pilot saloon, blue, leather, radio, heater, 11,000 miles, specimen condition, supplied new and serviced by us; £1,025; also

1948 (Oct.) Ford Pilot saloon, blue, 8,000 miles, genuinely like new; £975; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays. 4274. [9818

GORDON CARS (LONDON), Ltd.—1948 Ford Pilot saloon, green/fawn cloth, radio, heater.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [9857

265 gns.—Ford V.8, 1938, reg. Oct. 1942, 22hp 4-door saloon, black, brown leather, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Ford V.8, 1937 model, 22hp 4-door saloon, dark green, fawn leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [1239

1948 (first registered) Canadian Mercury, 32.8hp, in first-class condition all round; £925.—Bargate Development Co., 2, The Bargate, Southampton 3220. [9199

1948 Ford 30hp saloon, right hand drive, black, in immaculate condition, 21,000 miles; £1,050. —Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2255. [8823

FORD V.8 saloon, first reg. 1949, £10 tax, rebuild regardless cost, mechanically practically new, amazing performance, is ideal for Continental touring; £295. Chiswick 4737, 6-7 p.m. [9430

£175.—1936 (October) Ford V.8 30hp 4-door saloon, in very exceptional condition, new tyres, complete basic ration.—Petersham Garage, Ltd., Petersham Mews, S.W.7. West 4106. [1201

FORD V.8 30hp saloon, first registered April, 1939, one owner only; petrol consumption 22 m.p.g., beautiful condition throughout; £375.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [8633

FORD (V.8)

£225.—1937 Ford V.8 22hp, in really first-class condition throughout, and better than most 1939 cars; terms, exchanges.—Birkett Motors, Ltd., 121, Barking Rd., E. Ham. Grangewood 4314. [9876

£225!—1938 model Ford 10 4-door saloon, smart car in good running order; taxed, terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [9870

£435.—1939-40 Ford V.8 30hp de luxe saloon, leather, mechanically perfect; terms, exchanges.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [9946

£255.—1937 Ford V.8 22hp, magnificent motor car, bodywork and interior like new, mechanically excellent; this motor car looks and runs like a £500 model; comprehensive 3 months' written guarantee; hire-purchase, exchanges.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [1275

Ford V.8 Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Ford Pilot cars. —320, Euston Rd., N.W.1. Euston 1212. [0714

1949 Ford Pilot saloon wanted.—Turnbull, Ross House, Station Hill, Winchester. [9642

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936

JOHN S. TRUSCOTT, Ltd., urgently require first class Ford Pilots.—173, Westbourne Grove, W.11. Bays. 4274. [9822

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford V.8 cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0156

UTILITY—FORD OR OTHER BODIES

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Fordson 8hp Utilicon, beige, 11,000 miles.

1939 Ford V.8 30hp model 91a American built wooden 7-seater shooting brake, one owner, 26,000 miles only.

56 Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alperton, Mddx. Perivale 3388 and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [9614

1937 V.8 30hp Ford 8-seater, utility, one owner; £575.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [9758

£350.—1945 Ford V.8 all-metal 6-8-seater utility. —Autowork, Ltd., Winchester. Tel. Winchester 4834. [9658

FIRST registered 1947 Ford Mercury utility, exceptionally good condition; £595.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [9069

FORD V.8 utility van, short bonnet and trailer, both completely overhauled, first registered January, 1948; £315.—Walford, 25, Marsh Lane, Stanmore. [9532

FORD utility V.8 91A, first reg. 1942, 8-seater Dagenham body in beautiful condition throughout, mechanically practically new; £395.—Chiswick 4737, 6-7 p.m. [9429

Ford Utility Cars Wanted

FORD 8, 10 and 20hp utilities wanted from 1936 onwards.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [5237

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0937

FORD MISCELLANEOUS

GODFREY DAVIS, Ltd.,

FORD main dealers.

ALWAYS open.

SELECTION from our stock. Write for full list.

GODFREY DAVIS, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [3209

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0378

Ford Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938

CM

THE CAR MART, Ltd., wish to purchase Ford cars.—150, Park Lane, W.1. Grosvenor 3454. [0961

WH

HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel Hillside 4444.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Ford. Wembley 3903. [7999

BRITISH & COLONIAL MOTORS, Ltd., require good Ford cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [9698

URGENTLY wanted, good condition Ford cars.—Brown's Garage, 5 minutes Loughton Tube Station, 199 High Rd., Loughton, Essex. Loughton 4119. [2459

LUTON MOTOR Co., Ltd., Ford main dealers, require urgently Ford 8 and 10hp cars and light vans, particularly low mileage and better kept specimens.—Dunstable Rd., Luton, Beds. Luton 3713. [0042

Ford Spares and Service

NORMAND, Ltd.,

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665 [0234

FINSBURY and Islington.

MAIN Ford dealers, Highbury Corner Motors, Canonbury Rd., N.1. Exchange parts, all spares, immediate service.—Canonbury Rd., N.1. Canonbury 2464. [0357

Ford Spares and Service

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

PUTNEY 6431 (4 lines). [0314

FOR Ford mudguards, running boards, 1933-46.—Brooks, 85, Queens Rd., Brighton. [0383

FRANK G. GATES, Ltd., High Rd., Woodford Green. Tel. Wanstead 2233. Main Ford dealers; service and all spares. [0095

ALDARDS MOTORS, Ltd., 43-45, Acre Lane, London, S.W.2 (Brixton 6431), main Ford dealers; service and all spares. [0110

YOUR Ford car will be much improved in comfort and safety after fitting stabilizers to the front and rear springs; all models.—Cranhurst Garage, Ltd., Station Parade, Cricklewood, N.W.2. Gladstone 0570. [0281

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0939

FRAZER NASH-B.M.W.

A.F.N., Ltd.

WE have a selection of 1939 used Frazer Nash-B.M.W. cars for sale, including types 335 (3½-litre), 326, 327, 321.

FULL details and prices on application.

FRAZER-NASH CARS, Falcon Works, London, Rd., Isleworth. Hounslow 0011. [4684

ANTHONY CROOK offers:—

1939 type 328 100mph sports 2-seater and several other models.

ANTHONY CROOK MOTORS, Ltd., Bristol distributors, Caterham Hill, Surrey. Tel. 466. [8507

1937 Fraser Nash-B.M.W. 326 5-seater cabriolet, taxed year; £575.—Box 3966. [9524

!!! £775.—Type 328 2-seater; !!! £875; type 327 drop head.—Litherland Motors, Liverpool, 21. [8484

FRAZER NASH-B.M.W. type 55 2-str. sports, completely rebuilt and in excellent condition, 90mph, 30mpg, I.F.S., etc.

P. & S. ENGINEERING, 117, Dorset Rd., S.W.8. Rel. 1532. [9439

TYPE 55 2-seater cabriolet, complete car in immaculate condition and well maintained, many extras, fast and reliable, excellent reason for sale, will co-operate with most detailed examination; £395.—Lister, Winterow, Ripponden, Halifax. Tel. Ripponden 3232. [1093

1939 (June) Frazer Nash-B.M.W. 327-9 fixed head foursome coupe, 3-carburettor high efficiency engine, maximum speed up to 95mph, beautiful lines, magnificent condition, many extras, including radio, always works maintained; for sale or exchange, with cash, for Bristol, Mk. VI Bentley or Mk. V Jaguar.—Greenways, Lockerley, nr. Romsey, Hants. Tel. Lockerley 312. [9632

SCARCE model, 1938 (July) Frazer Nash-B.M.W. model 328 sports 2-seater, luxuriously equipped independent front suspension, recessed spare wheel mounting with metal wheel cover, disappearing hood, excellent all-weather equipment, tele-controls, large dial speedo, and rev. counter, Tapley meter, passenger grab rail, Notek and Butler's pass lamps; finished most attractive shade of blue with red leather upholstery, an immaculate and most attractive car; terrific performance; offered with written guarantee at attractive price; exchanges, terms.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1111

Frazer Nash-B.M.W. Cars Wanted

BARTLETT always buys Frazer Nash-B.M.W.s—27a, Pembridge Villas, W.11. [1068

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0940

HEALEY

BROOKLANDS.

HEALEY distributors for London.

OFFER:—

EARLY delivery of new "Silverstone" 2-seater; price £1,246/11/8.

ALSO:—

1949 (July) Sportsmobile drop head 4-seater coupe, colour silver, with blue leather, speedometer reading 4,000 miles, fitted Radiomobile wireless; cost new £2,879.

1949 (Sept.) standard saloon, silver green, with beige leather, speedometer reading under 4,000 miles.

103, New Bond St., W.1. Tel. Mayfair 8351-6. [9580

H.W. MOTORS, Ltd.

OWING to unusual circumstances, we are able to offer two new Healey cars, one a standard roadster, the other a roadster coupe at very special prices; 'phone, write or call.

H.W. MOTORS, Ltd., Walton-on-Thames. Tel. 783 and 1437. [6491

KEVILL-DAVIES & MARCH, Ltd., offer:—

1947 Healey standard saloon, colour gunmetal, B type chassis and latest front suspension, in excellent condition throughout.

41—42, Hays Mews, Berkeley Square, W.1. Grosvenor 2563. [9948

1947 Healey Elliott 2-door sports saloon, fitted 2,000 miles ago with B-type (1949) chassis, exceptional condition; £1,265.—Crawley. Western 6015. [1204

1948 Healey 2.4-litre standard saloon B type chassis, 17,000 miles, late property of enthusiast, every current modification carried out, this car has just returned from the Healey factory following complete check over, and suspension overhaul, including fitting of the latest type ball races, front shock absorbers, engine decarbonise, and tune up, fitted heater and radio, finished in metallic blue, with brown leather upholstery, unmarked condition; £1,275.

JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. 654 & 3689. [9444

Healey Cars Wanted

BARTLETT.—Healey saloon or tourer wanted.—27a, Pembridge Villas, W.11. [5788

HILLMAN 10

BASIL ROY.

1948 (October) Hillman Minx drop head coupe, Phase II, mileage 5,800, one owner, as new; £775.—161, Great Portland St., W.1. Langham 7753. [9608

CAR MART, Ltd.

HILLMAN Minx 1949 magnificent, 3,000 miles; £925.

HILLMAN Minx, 1948, Phase II coupe, 11,000 miles; £755.

HILLMAN Minx, 1947, coupe, 6,000 miles; £755.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [9798

DICKS CAR SALES offer.—

1939 Hillman 10hp drop head foursome coupe, completely reconditioned; £395.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [8122

HAROLD RADFORD & Co., Ltd.

1948 (May) Hillman Minx Phase II saloon, black/brown upholstery, 5,600 miles, indistinguishable from new throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642. (5 lines). [3106

G. P. (BALHAM), Ltd., offer:—

200 gns.—1938 Hillman Minx 4-door saloon, coachwork needs some attention, good runner, any trial.

150 gns.—1935 (model) Hillman Minx sports 2-seater, streamlined type, excellent condition; a bargain.

G. P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. [1001

PHILIP RICKARDS, Ltd., offer:—

1949 Hillman Minx Phase III saloon, mileage 8,000, black.—4, Brick St., Park Lane, London, W.1. Gros. 4772/3. [9735

GLANFIELD LAWRENCE offers:—

1946 Hillman drop head coupe, black, very nice condition throughout; £575.

1948 Hillman saloon, registered 1949, black, exceptionally nice condition; £750.—407, High Rd., N.12. Finchley 0091. [9186

H. A. SAUNDERS, Ltd., offer:—

1948 Hillman Minx Phase II saloon de luxe, 2,000 miles; £785.

1947 Hillman Minx saloon de luxe, 11,000 miles; £665.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [1029

JAMES SIMPSON (SALES) offer:—

1947 Hillman Minx drop head coupe, one owner, superb condition; £650.

JAMES SIMPSON (T.C. MOTORS, Ltd.), 244, Brompton Rd., S.W.3. Ken. 3315. [9300

WARWICK WRIGHT, Ltd., offer:—

1949 Hillman Minx 10hp saloon, black, fawn cloth, 9,000 miles; £895.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9879

WADDINGTON MOTORS, Ltd., offer:—

1947 Hillman Minx saloon de luxe, black, brown upholstery, genuine motor car; £625; also:

1947 (model) Hillman Minx saloon de luxe, as new; £600; also:

1946 Hillman Minx saloon de luxe, perfect; £565.

WADDINGTON MOTORS, Ltd., Fortune Green Rd., N.W.6. Ham. 2211. [8796

WADDINGTON MOTORS, Ltd., offer:—

1946/7 Hillman Minx drop head coupe grey/blue leather, excellent condition throughout; £650.—Fortune Green Rd., N.W.6. Ham. 2211. [8795

DAGENHAM MOTORS, Ltd., offer the following car:—

1948 Hillman Minx Phase II drop head coupe, grey, blue hide, 5,900 miles.—56, Park Lane, W.1. Regent 4866. [9815

CHARLES RICKARDS, Ltd., the house of standing and repute.

1947 (April) Hillman Minx saloon, one owner, 17,000 miles, excellent condition; £625.

56, Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [9515

1949 Minx Magnificent, under 3,000 miles, black, as new; £875.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [9759

1938 Hillman Minx 10hp saloon, pale green; £285.—Below.

1938 Hillman Minx 10hp saloon, black; £285.—Below.

MONTROE MOTORS (N. H. Boswell), 91/7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171/2. [1147

285 gns.—1938 Hillman Minx, black, sun roof, green leather, good condition.

DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352. [1212

1947 Hillman Minx black saloon, taxed, insured, a bargain; £625.—Liv. 3345. [1078

1948 Hillman Minx Phase II, mileage 5,600, immaculate; £775.—Crawley. Western 6015. [1203

1939 Hillman Minx saloon, finished in black, in very excellent condition throughout; £365.

M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [9009

1939 Hillman Minx saloon, recon. engine, excellent; £355.—348, King St., Hammersmith. Riv. 2837/8. [9770

HILLMAN 10

1949 Minx, black, 9,000 miles, faultless; £825.—Campbell Symonds, Perivale 4456. [1611

HILLMAN 1939 10hp drop head, very exceptional condition; £395.—27a, Pembridge Villas, W.11. [9933

ESTATE car, 1948 (June) Hillman Minx Phase II, grey, 12,000 miles by one careful owner; £695.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Flaxman 8401. [9116

1939 Hillman Minx, very good condition.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [5854

1938 Hillman 10 saloon, guaranteed; £260; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [9906

£165.—Minx saloon, 1934, 35,000 miles, fitted radio, overhauled, new brakes, clutch, trafficators, etc.—Barnet 2572. [9528

1949 Hillman Minx phase III, immaculate; £850; terms arranged.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 7779 and 8676. [9962

1938 Hillman Minx drop head foursome, radio, original paintwork, excellent; £365.—348, King St., Hammersmith. Riv. 2837/8. [9771

1947 (July) Hillman Minx sunshine saloon, excellent condition, bargain.—Lionel H. Pugh, 13-14 Brook Mews, W.1. Mayfair 4433. [5454

1937 Hillman Minx saloon, black, very sound order; £260 (see page 32).—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [9622

1948 Hillman 10 saloon, Phase II, black, indistinguishable from new, one owner, £695.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [4246

HILLMAN Minx (1949) green saloon, all leather upholstery, mileage 6,000, professionally serviced, excellent condition; £850; no dealers.—Elbond, 68, Queen's Grove, N.W.8. [1323

265 gns.—Hillman Minx, 1939 model, 10hp, de luxe 4-door saloon, black, sliding head, brown leather, very good condition; terms, exchanges.—Rowland Smith, below.

595 gns.—Hillman Minx, April 1947, 10hp 4-door saloon, blue, sliding head, one owner, small mileage, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1240

£175.—Hillman Minx (1933) sunshine roof, excellent condition, one owner, only 40,650, new battery, fully licensed; petrol from January; seen Guildford.—Box 4015. [1180

1939 Hillman Minx saloon, in very good condition throughout; bargain price; £315.—R. E. P. Garages, Ltd., 302-6, King St., Hammersmith, W.6. Riverside 2881-2. [3767

1949 Hillman Minx Phase III, black with brown leather and cloth upholstery, low mileage, fitted H.M.V. radio; £840.—Steele Griffith, Camberwell Green, S.E.5. Rodney 2201-6. [9962

1938 Hillman Minx black foursome drop-head coupe in immaculate condition; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [9900

1939 Hillman Minx saloon de luxe, finished in maroon with red leather upholstery; £365; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [6966

1948 Hillman Minx Phase II drop head coupe, steel grey with blue hide upholstery, low mileage, exceptional car throughout; £725.—Steele Griffith, Camberwell Green, S.E.5. Rodney 2201-6. [9963

1948 (August) Phase II Hillman Minx drop head coupe, as new, mileage under 4,000, taxed to December, colour grey; £795.—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury, N.W.9. [9831

1946 Hillman Minx saloon, black, reconditioned engine, 6,000 miles; all leather upholstery; recommended.—Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2254. [9168

1949 (Jan.) Hillman Minx, magnificent saloon, black, best quality loose covers, extras, 6,000 miles genuine, as new, £875; H.P., exchanges.—348, King St., Hammersmith. Riv. 2837/8. [9769

1949 Phase III Minx saloon, green/beige upholstery, 7,500 miles only, faultless condition.—Highly recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [9746

1949 (March) Hillman Minx saloon, Mark III, black, guaranteed 3,000 mls.; £850; 1948 Hillman Minx Mark II drop head coupe, radio, 12,000 mls.; £700.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [9676

TANKARD & SMITH, Ltd., offer 1949 Hillman Minx Phase III, in black with brown cloth upholstery, genuine 14,000 miles only, as new; £850; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3. [9508

HILLMAN 14

SIMPSON'S MOTORS offer:—

HILLMAN 14, immaculate motor car; £425.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [9114

1938 Hillman 14, completely overhauled, immaculate; £325.—11, Keswick Rd., Putney, Vandyke 3137. [9969

HILLMAN 21

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.,

OFFER the following:—

1938 Hillman 21hp limousine, 34,000 miles, privately owned, beautiful condition; any trial or examination.—47, Sloane St., S.W.1. Tel. Sloane 9288. [4825

LIMOUSINE 1938 de luxe coachwork, partition, widest forward occasionals, leather throughout, black, exceptional; £745.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941 [4846

HILLMAN MISCELLANEOUS

1947 Hillman saloon (grey); 16,000 miles; one owner; carefully looked after; inspection Chelsea; £585 plus licence.—Flaxman 5481 and Box 4031. [1199

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

Hillman Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Hillman cars.—320, Euston Rd., N.W.1. Euston 1212. [0962

R

S

ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041

R

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108

I REQUIRE post-war Hillman urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [1334

POST-WAR Hillman required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0855

URGENTLY required, good pre-war Hillman.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [1126

CASH buyers of low mileage Hillman Minxes. Distance no object.—Hattons, Lord St., Southport. Tel 2268. [0792

WANTED Hillman Minx saloon or drop head coupe.—Vandervells 215, Haverstock Hill, N.W.3. Primrose 4441. [4813

BRITISH & COLONIAL MOTORS, Ltd., require good Hillman cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [9697

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Hillman cars.—56, Bayswater Rd., W.2. Paddington 1820. [9519

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0438

RAYMOND WAY, the hire-purchase specialists, are still buying Hillman, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3128

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180-184, Newall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

NOTTINGHAMSHIRE Distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloon and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 44558. [0552

Hillman Spares and Service

NORMAND, Ltd.,

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0233

J. C. BRODIE, Ltd.,

HILLMAN repair specialist (30 years); well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1183. [0676

FOR Hillman 1936-46 mudguards, running boards.—Brooks, 85, Queens Rd., Brighton. [0387

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254. [0720

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [9892

HORSCH

CONTINENTAL CARS, Ltd.

HORSCH (reg. 1948), £10 tax, 40hp, 4-str., d.h. coupe, £300 overhaul; £495.

PORTSMOUTH Road, Send, Surrey. Tel. Ripley 3122/3. [9454

HOTCHKISS

HAROLD RADFORD & Co., Ltd.

SOLE concessionaires.

1949 3½-litre Hotchkiss Motor Show model, 4-door saloon, standard gear box, single carburettor, one owner, recently passed by the Manufacturers, mileage 11,000, maroon with cloth upholstery; in first-class condition throughout.

SALES and service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [5696

CHARLES RICKARDS, Ltd., the house of standing and repute.

1939 Hotchkiss 10hp 4-seater cabriolet, finished metallic blue, very attractive car; £450.

56, Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [9514

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642, 5 lines). [0513

H.R.G

HAROLD RADFORD & Co., Ltd.,

SOLE distributors for London and Home Counties, offer:—

NEW and unused H.R.G. cars available for immediate delivery.

1947 H.R.G. Aerodynamic sports 2-seater with 1948 modifications, 17,000 miles, unused since being passed out of the manufacturer's works.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1009

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8369

HUDSON

DICKS CAR SALES offer.—

1939 Hudson 22hp drop head foursome coupe, definitely unmarked, latest gear change; £475.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [8123

1939 Hudson 8 Country Club 6-seater saloon, black with brown leather upholstery, superb condition, guaranteed; £595.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [1003

CASS'S MOTOR MART.—1938 Hudson 8 saloon, black, just overhauled by makers written guarantee.—5, Warren St., W.1. Euston 4110 [8173

REGISTERED September, 1936, Terraplane 20 drop head coupe, guaranteed; £220; payments.—Oldfield, 4 Russell Gdns. Mews, Kensington. Park 7780. [1220

Hudson Cars Wanted

CASH immediately for good Hudson.—H. F. Edwards, 28, Upper High St., Epsom, 9400. [1133

Hudson Spares and Service

SPIKINS (TWICKENHAM) Ltd the Hudson distributors for Hudson reconditioned engines, spares and service, quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams, Spikins Twickenham. [0568

HUMBER

CAR MART, Ltd.

HUMBER Hawk saloon, 1948, radio, 15,000 miles; £1,025.

HUMBER Super Snipe, 1949, saloon, 5,000 miles; £1,595.

HUMBER Pullman, 1948, 7-seater limousine, 19,000 miles; £1,295.

1948 Humber Snipe 18 saloon, 6 months' guarantee; £935.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [9799

CARR BROS. offer:—

1946 Humber Super Snipe, mechanically faultless, interior beautifully upholstered in grey leather, polychromatic finish, taxed year; offered at the very reasonable price of £650.—High St., Purley. Upl. 4812. [1020

DICKS CAR SALES offer:—

1939 Humber Super Snipe razor-edge saloon, as new; £495.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [4235

WIMBUSH for good Humbers.

1948 (April) Humber Hawk saloon, colour black, 11,000 miles, one careful owner; extras include radio heater and Rimbellishers, taxed year; £995.

1948 (July) Humber Hawk, similar to above, 14,000 miles; £965.

1947 Humber Hawk, black, one owner car, 15,000 miles; £900.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London S.W.5. Flaxman 8401. [8512

GLANFIELD LAWRENCE offers:—

1939 Humber Imperial, 1949 condition; £675.—407, High Rd., N.12. Finchley 0091. [9187

THE Humber Specialists for all spares. See advert. under parts and accessories. [8847

WARWICK WRIGHT, Ltd., offer:—

1949 Humber Super Snipe 27hp saloon, steel grey, grey leather, 7,000 miles; £1,550.

1949 Humber Super Snipe 27hp saloon, silver green, buff leather, 8,000 miles; £1,550.

1949 Humber Super Snipe 27hp saloon, black, beige leather, 12,000 miles; £1,495.

1948 Humber Hawk 14hp saloon, silver green, fawn cloth, 7,000 miles; £1,145.

1948 Humber Hawk 14hp saloon, gunmetal grey, grey cloth, 11,000 miles; £1,096.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9880

GUY SALMON AUTOMOBILES offer:—

1949 Humber Super Snipe, 9,000 miles, as new; £1,395.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [9928

1948 Humber Hawk, colour black, mileage 15,000; £995.

BREW BROS., Ltd., 133, Old Brompton Rd., S.W.7. Kensington 2468. [1266

£195.—1936 Humber 18 sports saloon, excellent condition throughout.

BRIAN FINGLASS, Bugatti Sales & Services, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6 Tulse Hill 4755. [1225

GATEHOUSE offer 1946 (December) Humber Super Snipe, 17,000 miles, one owner, £775.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [9671

HUMBER

CAMPBELL SYMONDS, Wembley 6262, offer the following two Humber Super Snipes:—

1947 (August) Pullman limousine, 10,000 miles, as brand new throughout; best offer over £1,250.

1937 Sedanca de Ville, 6-seater, leather front, cloth rear, with division, laid up since 1939, total mileage 41,000, body design similar to post-war, guaranteed practically as new throughout, ideal hire car, bargain; £795. [1012

36/37 Humber Pullman landaulette 7-passenger, immaculate; £375.—11, Keswick Rd., Putney, Vandyke 3137. [9970

PULLMAN limousine 1938 27hp, roomy 7-seater; £695.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [9774

1949 (March) Humber Super Snipe, green/beige leather, one owner, immaculate; £1,495.—Odeon Motors, Ltd., Barnet 4100. [9950

1939 Humber Imperial saloon, low mileage, splendid condition; £375.—Bertram Cowen, Hermitage Lane Streatham. Pol. 2100. [9589

£199.—1935 model Humber 16 de luxe saloon, one private owner, excellent runner, original cellulose, exceptional condition throughout.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [9320

1948 Humber Pullman 7-passenger limousine, one private owner; £1,550.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [8802

1949 (March) Humber Super Snipe, green, 10,000 miles; £1,390.—Bell's Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [9983

1936 Humber 12 drop head coupe, recellulosed, nice order; £300 (see page 32).—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [9623

1949 Humber Super Snipe saloon (loose covers), 2,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9709

HUMBER Pullman, 1935, 7-passenger limousine with division; exceptional condition throughout; offers wanted.—Aldridge, Southgate. Palmers Green 0723. [1102

GORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe saloon, green/fawn leather, 6,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [9858

HUMBER Snipe, 1946, immaculate condition; 1937 25hp Wolseley saloon, excellent condition.—The Haslemere Motor Co. (W.A.), Ltd. Tel. Nos. Waltham Cross 2275-6-7. [5523

HUMBER 21hp 1939 saloon de luxe, beautiful condition, upholstered in red hide, fitted tow-bar; £495.—B. & H. Motors, Bignells Corner, South Mimms, Herts. South Mimms 2231-2. [9719

1949 Humber Super Snipe 27hp saloon, black, brown leather, fitted radiomobile, 8,000 miles, just out of covenant; £1,450.—John Jordan, Sandy, Beds. Tel. 64. [9629

HUMBER Hawk (first registered Dec. 1948) gunmetal grey, immaculate condition, genuine mileage, 7,500; £1,025.—Tice & Son, Ltd., Wimborne Rd., Bournemouth. Winton 2000. [1072

1946 Humber Super Snipe 27hp pick-up truck, oak body, commercial, cellulosed black, Ace discs, smart executives transport; £325.—John Jordan, Sandy, Beds. Tel. 64. [9630

HUMBER Super Snipe de luxe saloon, first registered Dec., 1948, finished in black with brown leather upholstery, fitted heater and radio, genuine mileage 4,400, in perfect condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [8732

HUMBER Super Snipe saloon, finished black with brown leather and cloth upholstery, small mileage, first registered November, 1947; £850.—Jack Olding, Ltd., North Audley St., W.1. Mayfair 5242. [9728

1948 July Humber Super Snipe sal., metallic grey, hide upholstery, loose covers, radio, in exceptional cond., 15,000 miles; £1,125.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [9492

1936 Humber 27hp Imperial 4-light, 4-door de luxe saloon, special body; this car is mechanically sound; coachwork very good, ideal for touring or towing caravans; £275.—Colloms Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5134, 7833, 3468. [5937

195 gns.—Humber Pullman, 1932, 24hp, 7-passenger double-enclosed limousine, black, blue leather winding partition, face forward occasionals, carefully used, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1242

1946 Dec., Humber Super Snipe de luxe sal., one owner, chauffeur driven, low mileage, colour black, brown leather upholstery, not been used for 12 months, in excellent cond. throughout, cost £1,100; a real sacrifice for quick sale; seen any time by appointment; £695.—G. Hunt, 37 Copthall Rd., Ickenham, Middx. [1038

H. F. EDWARDS offer exceptional 1948 (April) Humber Hawk saloon, luxuriously equipped, twin fog lamps, radio, steering column, gear change, black and chromium, fawn upholstery, one private owner, absolutely immaculate specimen, thoroughly recommended; offered with written guarantee at £995; exchanges, terms.—28, Upper High St., Epsom, 9400. [1115

NAYLOR & ROOT, Ltd.—1948 Humber Hawk saloon, grey, grey upholstery, fitted Ace discs, twin spot lamps, mileage 8,000, equal to new throughout; £1,025; 3 months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. Open 9-6 each weekday including Saturday. [9722

LIMOUSINE, 1939 double-enclosed, forward occasionals, black, delightful condition; £695.

LIMOUSINE, 18hp 1937, partition, 7-seater, leather throughout, privately owned, black; £535.

LIMOUSINE 1948 Pullman double-enclosed, 7-forward, genuine 13,000, spotless condition, black, selection £1,265; seen Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [9845

Humber Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Humber cars.—150, Park Lane, W.1. Grosvenor 3434. [0963

RROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

RROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

RROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0942

CASH buyers of low mileage Humber Hawks. Distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0793

BRITISH & COLONIAL MOTORS, Ltd., require good Humber cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [9696

7-SEATERS Limousines, low mileage, 1947/1948, also 1935 24hp, also 27hp privately owned 1937/38/39.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [9836

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 160-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 44558. [0553

Humber Spares and Service

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Humber spares sales and service.—78-79, Pentonville Rd., N.1. Terminus 1001-7. [0363

CROYDON'S Humber spares specialists.—Manton Motors, Ltd., 23-27 and 37-39, Shirley Rd., Croydon. Addiscombe 6051-4. [0518

ENGINES and gear boxes, reconditioned exchange units, 1934-48; trade or retail.—Galway Services, Ltd., Domestic St., Leeds, 11. Tel. 25690. [0345

DE NORMANVILLE gear box overhauls; spare parts supplied; recommended specialists.—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey. 0780

£30.—Humber Snipe engine and gear box, complete with all accessories and ready to drop into your chassis, very low mileage; first cash gets it.—Elibank Motors, Elibank Rd., Eltham. [9718

HUPMOBILE

HUPMOBILE saloon, 1935/6 33hp, excellent condition and appearance, modern lines, radio; £200, or exchange smaller, cash adjustment.—7, Radcliffe Rd., Croydon 1503. [1067

JAGUAR

HHENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

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STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS Ltd., England's Leading Motor Agents. [0027

CAR MART, Ltd.

JAGUAR 3½-litre, 1946 saloon, 11,000 miles; £895.—Car Mart Ltd., 150, Park Lane, W.1. Grosvenor 3434. [9600

DICKS CAR SALES offer.—

1937 Jaguar 12hp sports saloon, one owner since new, original receipt can be produced, genuine offer; £345.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [8124

TOM GARNER, Ltd., offer:—

1947 Jaguar 3½-litre saloon, black with brown leather, 15,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6 [9506

JAGUAR 2½-litre 1937, small mileage; £350.—Weeden, 26, Queens Ave., N.10. Tudor 1224. [9414

JAGUAR

HAROLD RADFORD & Co., Ltd.

1947 (Feb.) Jaguar 3½-litre saloon, finished in black with brown leather upholstery, one owner, 4 new tyres, spare unused, heater and demister, 19,000 miles, in first-class condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [8227

PHILIP RICKARDS, Ltd., offer:—

1948 Jaguar 1½-litre saloon, special equipment, radio, discs, 9,000 miles.—4, Brick St., Park Lane, London, W.1. Gros. 4772/3. [9731

WARWICK WRIGHT, Ltd., offer:—

1949 Jaguar 3½-litre saloon, black, fawn cloth, 5,000 miles; £1,450.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9881

GUY SALMON AUTOMOBILES offer:—

1947 Jaguar 3½-litre saloon, nominal mileage, superb condition; £1,050.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [9926

COOMBS & SONS (GUILDFORD), Ltd.,

OFFER:—

1947 Jaguar 1½-litre saloon, special equipment, Radiomobile, 12,000 miles, a really good car.

WE welcome any inspection.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [5698

CHARLES RICKARDS, Ltd., the house of standing and repute.

1947 (June) 2½-litre Jaguar saloon, one owner, grey with red leather, fitted heater, radio, exceptional condition; £950.

56, Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [9516

1948 3½-litre Jaguar drop head coupe, fitted radio, H.M.V.; £1,200.

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13. Tel Pal. Grn. 1205-7173. [1263

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 5040.

GORDON CARS (LONDON), Ltd.—1949 Jaguar 3½-litre saloon, black/brown leather, 8,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre saloon, grey/grey leather, 10,000 miles, as new.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [9861

1948 (late) 3½-litre Jaguar saloon, radio, etc., perfect.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [9625

1946 1½-litre Jaguar saloon, one owner, immaculate condition; £775.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [9685

£465.—Jaguar 1½-litre, 1939 sln. exceptional appearance throughout, original cellulose, good mechanically; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, Park 5066/7; open Mon. to Sat. 9-6 (50 yards Holland Park Tube.) [9458

1949 1½-litre Jaguar S.E. saloon, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9704

1948 Jaguar 3½-litre drop head coupe, 7,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9705

1948 (model) Jaguar 1½-litre special equipment saloon, grey, 15,000 miles, beautifully maintained; £1,050.—Robbins, East Putney. Tel. 4581. [5069

5000 miles.—1948 Jaguar 2½-litre saloon, stone, green leather, radio.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [9612

1941 registered Jaguar 1½-litre drop head coupe, in beautiful condition, pale green, fitted radio; £450.—Ruthers Garage, Eastern Ave., Romford 2552. [8387

6000 miles only; 1948 Jaguar 1½-litre, S.E. model, Radiomobile and heater, black with brown leather; £1,125.—Emlyn Garage, Newcastle-Emlyn. Tel. 245. [7842

3½-litre saloon, 1947, low mileage, black/fawn upholstery, radio, exceptional condition; £1,095.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [9747

1946 Jaguar 1½-litre, black/red leather, radio, excellent condition throughout; £785.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4 Chiswick 2725-5870.

1939, registered 1940, black 2½-litre Jaguar saloon, just overhauled for £130, radio, coachwork immaculate, taxed; £575 or exchange smaller car.—Box 3891. [9348

8000 miles.—1949 (Nov., '48) Jaguar 1½-litre S.E. saloon, grey, red leather, radio, d'scs.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [9613

1946 Jaguar 2½-litre special equipment sports saloon, mileage 27,000, an excellent example of this decidedly popular model, metallic grey with black hide upholstery; £775.

JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. 654 & 3889. [9445

1949 Jaguar 3½-litre saloon, black, fitted ace discs as new throughout, one owner, bargain; £1,150.—Wembley Court Motors, High Rd., Wembley. Tel Arnold 5221. [9089

WALTER SCOTT, Ltd.—1937 Jaguar 2½-litre saloon, black, works reconditioned engine, discs, condition £200 above average.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. [9786

1947 Jaguar 3½-litre saloon (registered 1950), finished attractive gunmetal grey with red leather upholstery, 13,000 miles only, fitted heater and defroster, as new throughout; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., N. Finchley Station, N.2. Tudor 2301-2. [9158

1936 (July) 1½-litre Jaguar black saloon, in one fastidious owner's possession for many years, specimen car; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [9901

JAGUAR

1948 (Aug.) Jaguar 1½-litre saloon S.E. model in green, with green leather, 14,000 mls.; £1,050.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [9677

1948 Jaguar 1½-litre special equipment saloon, fitted Ace discs, cream and red, exceptionally smart appearance, bargain; £1,050.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [8156

1939 Jaguar 3½-litre saloon, original faultless condition, black, brown leather; £495, or exchange smaller car; terms privately arranged.—Brixton 4285 after 5 p.m. or week-ends. 25, Brixton Hill, London, S.W.2. [9953

1937 Jaguar 2½-litre black saloon, maker's reconditioned engine, road springs and shock absorbers fitted recently, good tyres, 2 spare wheels; £265.—M. W. Bennett, 256, Victoria St., Grimsby. Tel. 5151 (office hours). [1055

£285.—1937 Jaguar 2½-litre saloon, fitted radio; bills for £75 recently spent mechanically, coachwork in magnificent condition throughout, a special bargain.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [9650

395 gns.—Jaguar, 1939 model, 2½-litre 4-door saloon, black, sliding head, red leather, good tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [1241

TANKARD & SMITH, Ltd., offer 1939 Jaguar 2½-litre S.S.100 2-seater sports model, in cream with brown leather upholstery; this car has had one private owner since new and the total mileage is 27,000, and the condition throughout can easily be described as "like new"; £525; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4901-2-3. [9499

Jaguar Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Jaguar cars.—320, Euston Rd., N.W.1. Euston 1212. [0964

HHENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Road (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

MANCHESTER, 1-5, Peter St. (Blackfriars 7843).

HENLYS, Ltd., England's Leading Motor Agents. [0028

RROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0943

JAGUAR cars wanted.

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13, main dealers, urgently require modern Jaguar cars. Tels. Palmers Green 1205/7173. [8700

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [6139

CASH immediately for good Jaguar.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [1134

POST-WAR Jaguar required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0852

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000 Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low-mileage 1½-litre Jaguars; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0794

TULSE HILL MOTORS, Ltd., are cash buyers for any Jaguar cars.—26, Tulse Hill, S.W.2. Telephone Tulse Hill 7106. [9665

J. R. INWARDS, Ltd., main dealers for West Middlesex are anxious to buy Jaguar cars.—High St., Ruislip 3033/4/5. [0899

URGENTLY wanted, good condition Jaguar cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [2440

URGENTLY required, low-mileage 1948-9 Jaguar 1½-litre saloon.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch Hants. Tel. 912. [9680

URGENTLY required, all models Jaguar cars in really good condition.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. [1038

CAMDEN MOTORS require to purchase Jaguar 1½-, 2½- and 3½-litre saloons and drop heads in good clean condition. 1938-40 and post-war; write call or 'phone stating price required

CAMDEN MOTORS, Ltd., the best Jaguar buyers, Lake St. Leighton Buzzard, Beds. Tel. 2381 and 3115. [7921

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HHENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT WEST ROAD, Brentford (Ealing 3477).

SPARES and replacement engines for all models.

AND at Manchester, Cheetham Hill Rd. Deansgate 6216/7.

QUICK completion of repairs. [0563

SAUL & SLATTER, Ltd., main dealers.

FULL stock of spares, Jaguar repair and maintenance, Service station; Green Lanes, Palmers Green, N.13. Tel. Pal. Grn. 1205/7173. [8701

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PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire, Jaguar spares, replacement units and repair facilities.—Bath Rd., Slough. Tel. 22394. [0430

R. P. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares. —321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0404

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [4105

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24-HOUR service, Britain's leading Jeep specialists; full range of spares in stock, rebuilt Jeeps; detachable van and utility bodies from £55; spares despatched same day.

EXPORT.—Orders and enquiries invited by our export sales division.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013. [0214

JEEPS!—Special long chassis Jeep utility, far above average condition.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [9639

1945 Jeeps, all types, perfect Jeep trailers, spares, amphibious Jeeps.—Davies & Groves, 1-5, Dorset Close, N.W.1. Padd. 8345. (Established over 100 years.) [2901

JEEPS.—Autowork, Ltd., of Winchester, England's largest stockists of Jeeps and trailers; tremendous quantities of new and used spares; literally everything in stock.—Tel. Winchester 4834. [9640

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd. —Jeeps and Jeep spare parts, home and export, all spares stocked, exchange plan engine, gear box, water pump, etc.; new hoods, gasket sets, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4 (Chiswick 1919. [0035

Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0944

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AUTOWORK, Ltd., of Winchester, the largest Jeep stockists for all spares and service.—Tel. Winchester 4834. [9641

METAMET for all Jeeps, spares; exchange unit service; expert Jeep repairs; to order spares 'phone Hampstead 8231.—100d, Belsize Lane, N.W.3. [0539

METAMET'S 12 Jeep conversions retain all advantages of Jeeps, yet offer comfort of luxury sports car, 6 months' guarantee, over 20 m.p.g., optional commercial registration.—100b, Belsize Lane, N.W.3. [0537

100% Jeep specialists; the only make of vehicle we sell and service; spares our speciality; large orders quoted for ordinary spares service by return; commercial petrol conversions; Amphibious Jeeps; we give service.—Wick Autos, the Jeep People, 15, St. John's Rd., Hampton Wick, Kingston-on-Thames. (Tel. 4718.) [0366

JOWETT

HMBENTLEY & PARTNERS.

JAVELIN and Jupiter main agents.

7600 miles only; 1949 (March) saloon, in black with red leather upholstery and as new; £975.

10400 miles only; 1949 (January) saloon, in leaf green with red leather interior, first-class condition, 550×16 tyres; £955.

THESE cars have been passed by our service department and are guaranteed by us for six months.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [9988

NEWNHAMS, Ltd.

1948 Jowett van, small mileage, carefully used; £450.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [7380

BROWNS for Jowetts.

1949 (April) Jowett Javelin saloon de luxe, low mileage, immaculate condition; £945.—Brown's Garage, Loughton (Essex) 4119. (Tube). [9666

TOM GARNER, Ltd., offer:—

1949 Jowett Javelin saloon, turquoise with beige leather, heater, 9,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [9507

1949 Jowett Javelin saloon, turquoise with beige leather, mileage 4,300; £1,000.

BROOMHEAD & Co., Ltd., 52, York Rd., West Hartlepool. Tel. 3047. [9551

1948 Javelin golden sand with leather upholstery, magnificent condition with radio and heater; price £895.

OFFERED by Clarke's of Pirbright, Surrey. Tel. Brookwood 2201-2202. Jowett Javelin main agents. [9448

1949 Javelin saloon, black with red leather, 10,000 miles, one owner, as new, guaranteed; £975.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [1004

GORDON CARS (LONDON), Ltd.—1949 Jowett Javelin saloon, fawn/red leather, 11,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [9860

1948 Jowett Javelin saloon, finished cream, with brown leather, very carefully used, indistinguishable from new; £850.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [1194

COOTER & GREEN, Jowett main agents for Beckenham, Bromley and district; Javelin sales and service —Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0302

1939/40 Jowett 8 saloon, major overhaul 1948½, respraved, excellent order and appearance, new Exide tyres, oversize, want 10hp reason sale; £395. —Culvercroft, Woodland Rd., Selsey, Sx. [1075

95 gns.—Jowett, 1929, 7hp 4-door saloon, black, good tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1245

Jowett Cars Wanted

HMBENTLEY & PARTNERS.

WISH to purchase Javelin cars.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [9990

CMTHE CAR MART, Ltd., wish to purchase Jowett cars. —150, Park Lane, W.1. Grosvenor 3434. [0715

RROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945

RAYMOND WAY, the hire-purchase specialists, are still buying Jowett, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3130

Jowett Spares and Service

NEWNHAMS, Ltd.,

JAVELIN and Bradford main agents, spares and service specialists.—Newnham House, 235-9, Hammersmith Rd., W.6. Riv 4646. [0415

JOWETT-BRADFORD.—For quick repairs or any spares try Bunting's Jowett Agency, Harrow 1908.

MILESTONES (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629. 308, Erith Rd., Bexleyheath. [0571

CROYDON.—Godfreys, Ltd., for full Jowett service and comprehensive range of spares. 228-234, London Rd., Croydon. Cro. 3641. [0463

FOR full Jowett service and comprehensive range of spares.—Moon's Motors, Ltd., Dorset House, Marylebone Rd., N.W.1. (Welbeck 7966.) [9247

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans; spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. [6618

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710. The Jowett specialists and main agents; over 22 years' Jowett experience; spares and service. [0759

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OFFER:—

1940 series 12-cylinder short chassis special 4-carburettor engined drop head 4-seater coupe by James Young; this car is at the moment being completely reconditioned by Lagonda, Ltd., and will be available in three weeks' time, when it will be as new.

DETAILS and catalogues available for new models.

103, New Bond St., W.1. Tel. Mayfair 8351/6. [9579

CONTINENTAL CARS, Ltd.

LAGONDA 1935 series, 4½-litre pillarless saloon, original condition; £295.

PORTSMOUTH Road, Send, Surrey. Tel. Ripley 3122/3. [9457

DICKS CAR SALES offer:—

1935 Lagonda 10hp sports tourer, very fast; £345. —Below.

1935 Lagonda 10hp sports 2-seater, very attractive car; £295.

1935 Lagonda 4½-litre drop head coupe, body by Freestone & Webb, numerous extras; £495.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [9939

ACLAND & TABOR, Ltd., offer:

1940 Lagonda V.12 d.h. coupe, 32,000 miles, recently fitted new engine, condition is like new; £1,250.

APPLY, North Road Garage, Welwyn. Tel. Welwyn 481. [9582

GUY SALMON AUTOMOBILES.

HAVE on view the superb new Lagonda saloon and coupe, reasonable delivery; may we quote you on your present car?—Portsmouth Rd., Thames Ditton. Emberbrook 4343, 4227 and 4373. [8415

HAROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). [0264

£450.—Lagonda 4½-litre sports tourer 1934, mileage 23,000; immaculate condition, colour grey and green.—Box 3839. [8615

16/80 Lagonda tourer 1928, good condition, four new tyres, current petrol, any trial.—Twynam, 35, Barrow Rd., S.W.16. Ger. 5991. [1198

LAGONDA Rapier 10hp coupe, rebuilt 1946, recent ovhl., recon. S.Us, new valves, good tyres, 30 m.p.g., outstanding, must sell; offers.—Box 3923. [9468

495 gns.—Lagonda, 1936, 4½-litre sports tourer, cream, green leather, wheel discs, tonneau cover, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Lagonda Rapide, 1935 (reg. 1936), 4½-litre pillarless sports saloon, black, sliding head, brown leather, new Dunlop tyres, wind-tone horns, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1244

1938 December 12-cylinder Lagonda short chassis saloon, sanction 2-engine 8,000 miles ago, modified shock absorbers unlinked 3,000 miles ago, very clean condition; offer wanted.—Tel. Pop. 3770. [1197

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.) have in course of preparation 1937 Rapide tourer which will be a magnificent example of this famous model.—273, London Rd., Staines. Tel. 3457-8 or (private) Walton 1562. [0267

LAGONDA

£120.—Lagonda 3-litre tourer, consider exchange with old saloon, coupe and cash.—2, Rivercourt, Taplow, Bucks. Maidenhead 2713. [1067

Lagonda Cars Wanted

LAGONDA Rapier d.h. coupe.—Write Wilson, Flat 1, 1, Hornton St., London, W.8. [9344

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0946

LAGONDA cars.—A limited number of home-sale orders now acceptable; used models always wanted. —Lagonda House, 7-9, Russell Parade, N.W.11. Speedwell 0011 (ten lines). [0258

Lagonda Spares and Service

DAVIES MOTORS, Ltd., see our display advert. on page 537. [0217

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre and V.12 models; service engines in stock.

LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0906

LANCHESTER

CAR MART, Ltd.

LONDON distributors.

LANCHESTER 14, 1938 Roadrider saloon, 6 months' guarantee; £595.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [9601

GUY SALMON AUTOMOBILES offer:—

1940 (model) Lanchester 20 sports saloon, completely refitted at a cost of over £200, an outstanding quality pre-war car with £10 tax; £595.—Portsmouth Rd., Thames Ditton, Emberbrook 4343. [7389

135 gns.—1935 Lanchester 10 saloon, excellent condition.—Autosnips 5, Balham High Rd., Balham 1509. [9895

1938 Lanchester Roadrider; £350, or 30 monthly instalments of £14/2/4.—The Cooden Engineering Co., Bexhill. Cooden 600. [9594

LONDON CARS offer.—1936 Lanchester 12hp saloon, £248; 1935 Lanchester 10hp saloon, £176; 1934 (registered 1950) Lanchester 10hp saloon, £179; all in excellent order.

LONDON CARS, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [1262

425 gns.—Lanchester Roadrider, 1939 model, 14hp de luxe 4-door saloon, maroon and black, sliding head, maroon leather, preselector, excellent condition; terms, exchanges.—Rowland Smith, below.

265 gns.—Lanchester 11, 1937, de luxe 4-door saloon, black, sliding head, brown leather, preselector, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1245

£165!—1934 Lanchester 10 sports 4-door saloon, equal condition to any 1939, 45,000 miles only fully guaranteed; also 1936/7 12/6 saloon, £250.—A.Z Motors, Palmerston Rd., N.W.6. Mal. 4723. [8682

Lanchester Cars Wanted

CMTHE CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3434. [0965

CASH immediately for good Lanchester.—H. P. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1119

ROWLAND SMITH'S the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0947

CASH buyers of low-mileage Lanchester 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0795

BRITISH & COLONIAL MOTORS, Ltd., require good Lanchester cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [9695

LONDON CARS require several good 10-14hp pre-war Lanchesters.—Full particulars to 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [8356

Lanchester Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237

LANCIA

LANCIA Aprilia 1939, very well maintained, seen London or Oxford; £525.—Box 3912. [9432

1939 Lancia Aprilia saloon, showroom condition. —Rushmer, 39, Holland Park, W.11. Park 5731. [9965

JOHN S. TRUSCOTT, Ltd., usually have Lancia Aprilia cars; only first class examples are offered; full details on request.—173, Westbourne Grove, W.11. Bays. 4274. [9816

£210!—Or nearest, 1934 model Lancia Augusta 4-door pillarless saloon, outstanding condition throughout, engine just rebuilt after crank regrind and complete reconditioning; cellulose as new, any examination; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [9875

LANCIA Augusta 1934 pillarless saloon, engineer owned and maintained in first-class order, completely overhauled and reupholstered within 10,000 miles, full description request; nearest £400.—Florin, 90, Holloway Rd., N.7. North 4917, also Tudor 6161. [9472

1939 (late) Lancia Aprilia saloon, immaculately finished in metallic grey with upholstery to match in leather, many extras include full sunshine roof, Hardy-Spicer shafts, Telecontrol rear shock-absorbers, special three-spoke steering wheel, Pram fitted, SU petrol pump, automatic radiator shutters; this car is quite indistinguishable from new and probably the most unique Aprilia in existence; reasonable offers to A. de la Rue, Brickfield, Beausale, Warwick. Tel. Haseley Knob 68. [1092

Lancia Cars Wanted

JOHN S. TRUSCOTT, Ltd., urgently require first class Lancias.—173, Westbourne Grove, W.11. Bays. 4274. [9821

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. [0508

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2393. [0343

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0077

Lancia Spares and Service

LANCIA (ENGLAND), Ltd., Ealing Rd., Alperton Wembley (Perivale 5656).—Factory guaranteed spares and repairs; 40-hour service for reconditioned components, engines, dynamos, starters, etc., etc.

LA SALLE

LA SALLE d.h. coupe l.h.d., rebuilt at cost of £300, pale blue, built-in headlights, etc., regd. 1956, but looks 1949 model, under 30,000 miles; £250 or nr. offer.—Peters, Rowley Farm, Lowfield Heath, nr. Crawley. Tel. Crawley 875. [9426

LEA-FRANCIS

LEA-FRANCIS 14hp (1947) four-light saloon, maroon with light fawn leather trimming, 18,000 miles; fitted radio and heater.

WILL SHORT, Ltd., 2-4, St. Cross Rd., Winchester (Tel. 2398). [1342

7000 miles.—1949 (April) Lea-Francis sports roadster, maroon.—Ernest Sutton, Cleeve Hill 95 (Celtenham). (Trade enquiries only please.) [9616

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

12, Wellesley Ave., W.6. Riv. 1413. [8983

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works, Much Park St., Coventry. Tel. 60204-5-6. [0392

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8370

LINCOLN-ZEPHYR

JOE THOMPSON (MOTORS), Ltd., offers:—

DEC., 1938, Lincoln-Zephyr saloon, 6 speeds; £495.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [7862

FOR sale, 1937 Lincoln-Zephyr, immaculate, recent £160 overhaul, not used since; £275.—Thomas, South St., Wells. [9554

MERCEDES

MERCEDES drop-head coupe, fitted Leyland diesel 2,700 cc, £10 tax, low fuel consumption.—Apply Box 3972. [9544

Mercedes Cars Wanted

CHIPSTEAD MOTORS, Ltd., will always purchase good Mercedes.—The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. [8758

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd.

1938 Type 230 20hp saloon, black with grey leather upholstery, right-hand steering, no mileage since completely and thoroughly overhauled, all new tyres, complete petrol ration; offers.—Victoria 8715. [8354

1938 model Mercedes-Benz roadster, in exceptional condition, two-tone red, model 170V, 14hp, 27 m.p.g., subject to A.A. test; £495; exchange considered. — Kingston Garage, Springhead, Anlaby, nr Hull. [3580

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [8530

M.G.

S. M. offer:—

1939 M.G. 12hp 1½-litre open four-seater, colour black with red leather upholstery, this car is in superb mechanical condition and has been maintained throughout in first-class order.

STAR MOTORS, Shepherds Hill, Reading. Sonning 2345/6. [9714

M & H offer:—

1947 M.G. T.C. 2-seater sports, black, red leather upholstery, 5 very good tyres original, in immaculate condition; £525; 3 months' written guarantee; terms, exchanges; free demonstration within 100 miles of our showrooms.

MAKIN & HARRISON MOTORS, 492-6, High Rd., Chiswick. Chiswick 2619, 0558. [1271

BROWN'S for M.G.s.

1946 M.G. T.C. sports 2-seater, low mileage, immaculate condition; £535.—Brown's Garage, Loughton (Essex) 4119 (Tube). [7861

OVERSEAS CARS, Ltd.

1949 1¼-litre M.G. saloon, black/red leather; £995; for other Overseas Car bargains see page 33.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [9992

WOODBAIN CARS offer:—

£185.—M.G. 8hp J2 open sports 2-seater, long flared wings.

£158.—M.G. 8hp J-type sports 4-seater, very sound.

£80.—M.G. 8hp open sports 2-seater, green, excellent car mechanically and a bargain at this low price.

WOODBAIN CARS, 6, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9435. [1192

WARWICK WRIGHT, Ltd., offer:—

1949 M.G. 1¼-litre T.C. 2-seater, Cambridge blue, blue leather, 2,000 miles; £795.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9882

M.G.

TOULMIN MOTORS offer:—

1936 N. Magnetta 2-4-seater with new engine unit; £345.

1937 P. 2-seater; £150.

1934 M.G. Magnette 2-seater, with recond. engine unit; £235.

1936 N.A. Magnet, we consider this to be best specimen in the country to-day.

TOULMIN MOTORS, The Roundabout, Hanworth, Middx. Tel. Molesey 683. [1228

DICKS CAR SALES offer:—

1937 M.G. 10hp sports 2-seater, recent engine overhaul; £325.—Below.

1936 M.G. 9hp sports 2-seater, fitted many extras; £295

DICKS CAR SALES, Ltd., 399-401 High Rd., Kilburn. Maida Vale 6888-9. [4241

WALTER SCOTT, Ltd., offer:—

1937 M.G. 2-litre sports saloon, black, excellent condition throughout; £375.

M.G. Midget 1933 J.2 type 2-seater; £175.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. [9784

ACE SERVICE STATION (LONDON), Ltd., offer:—

1949 (as brand new throughout) T.C. type M.G.; £725.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [7864

1937 T.A. M.G., very attractive car, real excellent condition; £335.

ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway. Tel. Balham 2474, four lines. [1148

1948 M.G. T.C. 2-seater, red, very carefully used, small mileage; £625.

JARVIS & Sons, Ltd., Morris House, Morden Rd., S.W.19. Lib. 4656. [8394

PERFORMANCE CARS have always a good M.G. selection; see under sports cars. [9080

1936 (November) M.G. sports 2-seater T.A. model, with full basic, in good condition; £295.

GEE CARS, Ltd., 60, Queenstown Rd., S.W.8. Tel. Macaulay 3363 [7847

1936—7 M.G. 2-litre coupe, sound, reliable, fast, 23 m.p.g. Yorks; £300.—Box 4020. [1185

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

1938 M.G. 1½-litre tourer, black; £325.—Wards of Putney, 72, West Hill, S.W.15. Putney 7422. [9575

1949 M.G. T.C. 2-seater, mileage 5,000, red, one careful owner, £695; trade enquiries welcomed.

H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq. Mayfair 0821/2. [9785

£375.—M.G. 2-litre saloon (registered December, 1938), reconditioned engine, new tyres, excellent condition.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [1296

1946 M.G. T.C. Midget 2-seater, black, red leather, 18,000 miles; £485.—Grove Motors, North Rd., Southall 3477. [8882

1938 M.G. 2-litre foursome drop head coupe, guaranteed; £400, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [9957

£325.—1937, 2-litre black saloon, excellent condition, petrol taxed December.—"Moorings," Eden Mount Rd., Grange, Lancs. [1312

145 gns.—M.G. Midget, December, 1932, 8hp sports 2-seater, red, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

595 gns.—M.G. Midget, 1947, 11hp T.C. 2-seater, black, fawn leather, very small mileage, spare unused, exceptional condition; taxed; terms, exchanges.—Rowland Smith, below.

325 gns.—M.G. Midget, 1937, 10hp T. 2-seater, black, blue leather, practically unworn tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

225 gns.—M.G. Midget, 1935, 8hp, P. 4-seater, red, maroon leather, very good condition; terms, exchanges.—Rowland Smith, below.

175 gns.—M.G. Midget, 1933, 8hp, J.2 2-seater, maroon, competition tyres, very good condition; terms, exchanges.—Rowland Smith, below.

395 gns.—M.G. 1938 2-litre 4-door sports saloon, black, aluminium wheels, sliding head, red leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

495 gns.—M.G., June, 1939, 2.6-litre foursome drop head coupe, black, fawn leather, twin Windtone horns, good tyres, spare unworn, carefully used, excellent condition; choice of 20 M.G.s in stock; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1260a

1946 M.G. T.C. model, black, fawn leather, 15,000 miles, ex. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [9494

1949 (March) M.G. T.C. type roadster, all red, 10,000 miles; £725.—Bell's Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [9985

1½-litre M.G. sports saloon, first registered 25/2/48, finished in black with red leather upholstery, 10,000 miles, one owner and in perfect condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [8731

1940 M.G. T.B. 2-seater, black, maroon upholstery, in first-class condition throughout; £395.—Birkett Motors, Ltd., 72-74, High Rd., South Woodford, E.18. [9874

1949 M.G. T.C. green/beige upholstery, 5,000 miles, extra horn and luggage carrier; covenant free; 669gns.—K. G. Jones, Fairfield, Brynteg, Blaina, Mon. [9975

1946 M.G. T.C. sports 2-seater, red and grey, perfect throughout, exceptional bargain; £475.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [9090

1939 M.G. 1½-litre drop head coupe, metallic grey, rebored, wireless; £490 (see page 32).—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [9120

M.G.

1940 M.G. 1½-litre sports saloon, black with grey leather upholstery, radio and heater, 11,000 miles since reconditioned engine fitted, guaranteed; £535.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [1005

M.G. 1936 2-seater, T.A. model, painted cream, this car has only covered 7,000 miles since complete chassis overhaul, including 4 new wings and new works engine. Offers to:—

T. M. BIRKETT & SONS, Ltd., Hanley, Staffs. Tel. No. 2184, Stoke-on-Trent. [9437

GORDON CARS (LONDON), Ltd.—1949 (April) M.G. T.C. 2-seater, black, 4,000 miles, indistinguishable from new.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [9859

1947 M.G. T.C. two-seater, black with beige leather upholstery, £535; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [1300

1938 T.A. 2-seater, black, blue leather, reconditioned, sound throughout, very good appearance, engineer maintained; £345.—Derrington, 159, London Rd., Kingston 5621-2. [7385

M.G. 1½-litre saloon, finished dual green, 16,000 miles, exceptional condition in every way; £845.—Car may be seen and tried at G. P. Morley, Ltd., 54, Streatham Hill, S.W.12. Tulse Hill 4488. [9975

ROSE & YOUNG, Ltd., offer:— M.G. 1¼-litre saloon, grey and green, nice condition throughout; £795.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [8178

435 gns.—1938/9 M.G. 2-litre sports saloon, very attractive, also 445gns, 1939 M.G. 1½-litre d.h. coupe, immaculate; exchanges and hire purchase.—Taylor, 37, Elvaston Place, S.W.7. Western 0489. [9902

1949 M.G. 1½-litre saloon, several extras, one thousand miles, unmarked condition, inspection London; £1,100.—R. Newport-Gwilt, Lewisham Saw Mills, Loampit Vale, Lewisham, S.E.13. Letters only. [8625

1939 M.G. drop head coupe 10hp, perfect condition throughout, mileage 42,000, 5 new tyres, many extras, Lucas Windtone horns, special oil cleaner, twin fog lamps, etc., very smart car; £425, or nearest offer.

R. H. THYER, Ltd., Bath Rd., Bridgwater, Somerset. Tel. 3104. [1019

HILLWOOD MOTORS, 1947 M.G. T.C. model in black, with leather upholstery, 11,000 miles, the world's most famous sports car, condition as new; £595.—565/7/9, Watford Way, Mill Hill Circus, N.W.7. Mill Hill 4232. [1214

M.G. 1¼-litre saloon, 1948, light green and olive, red leather, genuine mileage 7,500, carefully run and maintained, as brand new, Ford Prefect in equal condition taken in part payment; £950.—Browning, St. Michael's, Kingsteignton, Newton Abbot. [1081

1949 (March) M.G. 1¼-litre saloon, maroon, red leather upholstery, sliding head, hydraulic jacks, taxed, in unquestionable condition throughout, any examination welcomed; £985.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [1172

TANKARD & SMITH, Ltd., offer 1947 M.G. 1½-litre saloon, in black with beige leather, genuine 12,000 miles only, magnificent performance; £775; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3. [9495

£120.—M.G. 18-80 1931 sports saloon, almost new tyres, gear box recently fitted new bearings throughout, clutch relined and new springs, brakes relined, shock absorbers overhauled by Andre, new king pins and bushes, engine and bodywork good.—Tel. Palmers Green 2474. [1106

H. F. EDWARDS offer superb 1946 (May) M.G. T.C. 2-seater, black and chromium, fawn leather, silver wheels, chromium grid, beautifully maintained example, low mileage; offered with written guarantee at attractive price; exchanges, terms.—154, Great Titchfield St., W.1. Langham 0012. [1112

H. F. EDWARDS offer 1939 (April) M.G. 2-litre saloon, metallic grey and chromium, grey leather, luxuriously equipped, recently recellulosed, appearance absolutely immaculate, delightful performance, thoroughly recommended and offered with written guarantee at attractive price; exchanges, terms.—154, Gt. Titchfield St., W.1. Langham 0012. [1113

£445.—M.G. 1½-litre 12hp series V.A. sports saloon, 1938, finished nicely in suede green, with contrasting dark green wings, clean leather interior; it is understood that the late owner had the engine completely stripped down and re-conditioned by prominent M.G. specialist, and that a nominal mileage only has been run since overhaul was carried out; performance is completely satisfying, and road holding and control is superb at all speeds; offered with a fully comprehensive guarantee.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds., Tel. 2381 and 3115; easy and confidential hire purchase; part exchanges; immediate drive-away facilities, or free delivery anywhere in the United Kingdom. [1160

PRIVATELY owned late 1938 M.G. 2-litre sportsman's 4-seater 4D sunshine saloon, original finish black, blue interior, a most attractive small mileage exclusive sports saloon car with a genuine very superior outstanding performance, very economical, oil negligible and 100% mechanical condition, 300 miles trial, and delivery arranged, also photo to genuine enquirer, an honest car and genuine bargain; £295.—1, Bentley Rd., Manchester, 21. Tel. Chorlton 1288. [1400

£525.—May, 1947, series T.C. M.G. Midget, has had one very enthusiastic owner since new, and is in superlative mechanical order; engine has just been specially tuned, and during a series of electrically timed tests, a performance of practically 85 m.p.h. was attained; these tests are so recent that comparable speeds can at this moment be claimed for this model; real enthusiasts cannot fail to appreciate the value of this highly desirable car.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds., Tel. 2381 and 3115; easy and confidential hire purchase; part exchanges; immediate drive-away facilities or free delivery anywhere in the United Kingdom. [1159

M.G. Cars Wanted

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0942

M.G. Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0966

SLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted, must be perfect condition.—269, Neasden Lane, N.W.10. Gladstone 2068. [7643

URGENTLY required, good pre-war M.G.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [1127

PRE-WAR MG in outstanding condition required by Angior, 140, Golders Green Rd., London, N.W.11. [0531

M.G. 1½-litre saloon, 1938/40, in good condition, required.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004. [9152

URGENTLY required, low mileage 1947-9 M.G. 1¼ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [9678

MAYFAIR GARAGES, Ltd.—Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want Js, Ps and Ts for cash. 'Phone or write for buyer to call. [7447

RAYMOND WAY, the hire purchase specialists, are still buying M.G.s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5661

M.G. Spares and Service

THE sole London distributors for M.G. cars.

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Tel. Grosvenor 4141. [0500

FOR M.G. mudguards, running boards, 1933-46.—Brooks, 85, Queens Rd., Brighton. [0385

M.G. spares, prompt and courteous service; new J2 crankshafts in stock; see under P. & A. column.—Derrington, 159, London Rd., Kingston 5621-2. [5182

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for type P, J, T and L, and N Magnettes; exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drivers, rockers, stock sleeves, rocker bushes, rocker shafts, valve guides, springs, valves and gaskets, with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, The Roundabout, Hanworth, Middlesex. Tel. Molesey 683. [0349

MORGAN

BEVERLEY MOTORS will shortly have completed special 2-seater 4/4 Morgan for our customers' inspection and criticism or plain rude remarks.—Beverley Motors, Proprietor N. H. Mann, Coombe Rd., New Malden. Tel. Malden 4403. [3325

1940 Morgan 4-4 sports 2-seater, in Brooklands green, 22,000 miles, in exceptional condition; £395; 3 months' written guarantee; terms, exchanges; free demonstration within 100 miles of our showrooms.—Makin & Harrison Motors, 492-6, High Rd., Chiswick. Chiswick 2619, 0558. [1269

Morgan Cars Wanted

ROWLAND SMITH'S the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949

MORGAN 4/4 4-seater, 1939, required privately for cash.—Evans, 66, Imperial Rd., Huddersfield. [9464

RAYMOND WAY, the hire purchase specialists, are still buying Morgan, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3131

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan, Specialist, 1A, South Ealing Rd., Ealing, W.5. Eal. 0570. [0728

MORRIS MINOR

CAR MART, Ltd.

MORRIS MINOR, 1949 saloon, 11,000 miles; £745.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [9802

PHILIP RICKARDS, Ltd., offer:—

1949 Morris Minor saloon, 8,000 miles, green/beige, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772/3. [9734

1949 Morris Minor saloon, maroon, with fawn upholstery, immaculate throughout.

KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon. Springpark 3477-8. [9598

1949 Morris Minor saloon, 4,000 miles.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [9657

1949 Minor saloon, black, beige upholstery, 8,000 miles, quite faultless condition; £735.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [9750

1949 Morris Minor, maroon, beige leather upholstery, 1,700 miles, as new throughout; £745; 3 months' written guarantee; terms, exchanges; free demonstration within 100 miles of our showrooms.—Makin & Harrison Motors, 492-6, High Rd., Chiswick. Chiswick 2619, 0558. [1270

Morris Minor Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716

MORRIS EIGHT

CAR MART, Ltd.

MORRIS 8, 1948, 4-door saloon, 10,000 miles; £650.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [9803

NEWNHAMS, Ltd.

1948 Morris 8 4-door saloon; black with brown; low mileage.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [3035

MORRIS EIGHT

M & H offer:—

1939 Morris 8 4-door de luxe saloon, black, brown leather upholstery, in excellent condition throughout, 26,000 miles; £385.

1939 Morris 8 2-door saloon, black, brown leather upholstery, 5 very good tyres, car in excellent condition throughout; £365; 3 months' written guarantee; terms, exchanges; free demonstration within 100 miles of our showrooms.

MAKIN & HARRISON MOTORS, 492-6, High Rd., Chiswick. Chiswick 2619, 0558. [1268

H. A. SAUNDERS, Ltd., offer:—

1948 Morris 8 4-door saloon; £595.

1947 Morris 8 4-door saloon, sunshine roof, discs; £565.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [1030

LAYTONS OF OXFORD, offer:—

£525.—1947 Morris 8hp 2-door saloon, finished in black with brown upholstery, taxed for the year, in excellent condition throughout.

LAYTONS, New Rd., Oxford. Tel. 3381. [9485

JAMES SIMPSON (SALES) offer:—

1946 Morris 8, beautiful condition; £475.

JAMES SIMPSON (T.C. MOTORS, Ltd.), 244, Brompton Rd., S.W.3. Ken. 3315. [9922

G. P. (BALHAM), Ltd., offer:—

155 gns.—1936 Morris 8 saloon, excellent condition, any trial.

G. P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. [1002

ALLAN TAYLOR MOTORS, Ltd., offer:—

1939 Morris 8 saloon; £335.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 6431. [9261

1939 Morris 8 4-door saloon, sun roof, carefully maintained; £365.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 8667. [9098

1939 Morris 8 series E tourer, recon. engine; £325, or near offer.—Box 4018. [1183

1938 Morris 8 4-door saloon, maroon and black, very sound, clean car; £275.

WALTON-ON-THAMES MOTOR COMPANY, Ltd., Walton 200. [9568

1938 Morris 8 two-door de luxe saloon, completely reconditioned; £335.—Robbins, East Putney. Tel. 4581. [9912

1939 Morris 8 2-door saloon, black, maroon leather, tax, new, fitted with brand new engine; £295.

DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352. [9252

£140.—Morris 8 1935 2-seater, taxed, insured, overhauled, economical, clean, reliable.—Northwood 2805. [1083

1948 Morris 8 two-door de luxe saloon, low mileage, almost as new; £575.—Robbins, East Putney. Tel. 4581. [9911

1947 Morris 8 2-door black saloon, sunshine roof, 10,000 miles, excellent condition; £475.—Tel. Bellwood 8459. [1319

1947 Morris 8 saloon, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9705

1948 Morris 8hp saloon, one owner, 5,000 miles; £575.—John W. Whalley, London Rd., Bishop's Stortford. Tel. 181 and 182. [9418

1948 Morris 8 4-door saloon, speedo., 12,000, black; £575.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [8766

1939 Morris 8 saloon, in very good condition throughout, bargain; £325.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6505

1938 Morris 8hp 2-seater, reconditioned, taxed, £255; 1938 Morris 8hp 4-seater, taxed, £225.—Williams, Evenings, 9, Salisbury Rd., Barnet, Herts. [9434

1947 Morris 8 4-door saloon, black, brown leather, 19,000 miles, excellent condition; £550.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2255. [9967

1946 (Nov.) 2-door, sliding head, black, 18,000 miles, excellent condition throughout, fitted radio and demister.—Willmott, Runge Hall, Culling Rd., S.E.16. [9531

1946 Morris 8hp four-door saloon de luxe, immaculate condition, factory engine fitted; £495.—G. & R. Garage, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 4383. [9897

1948 Morris 8 4-door saloon, colour black, 4,000 miles only, almost unmarked; £595.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [8159

1947 (November) Morris 8 2-door saloon, black, brown leather, loose covers, 8,800 miles, beautiful condition; £550.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2255. [9966

1949 (June) Morris 8 4-door de luxe sun saloon, black stroke, brown interior, low mileage, taxed Dec., one owner, excellent; £525.—Mr. Mariner, Lucknow Hotel, Littlehampton. Tel. 92. [9357

1936 Morris 8 two-door saloon, recent recellulosed, engine completely overhauled, whole car in very nice condition; £2.5; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [9054

425 gns.—Morris 8, May, 1946, 2-door saloon, black, sliding head, brown leather, one owner, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1246

WALTER SCOTT, Ltd.—1948 (August) Morris 8hp 4-door saloon, green, brown leather, one owner, 11,000 miles, many extras, absolutely as new; £585; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. [9787

MORRIS EIGHT

1935 Morris 8 4-seater tourer, recently fitted with new hood and screens, king pins and bushes, Rotofio shock absorbers, new tyres, battery, complete rewire, etc.; £155; seen only by appointment.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. [8901

£245.—Morris 8, June, 1938, 2-door saloon, taxed June, exceptional coachwork, quiet axle, gear box and engine, very good oil pressure, fully equipped, ready for immediate use.—Garrad Motors, 132b, Uxbridge Rd., Hanwell Broadway, W.7. Ealing 4635. [9645

Morris Eight Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Morris 8 cars.—150, Park Lane, W.1. Grosvenor 3454. [0967

GATEHOUSE MOTORS are regular buyers of good clean Morris 8 cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [8942

I REQUIRE post-war Morris 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [1333

CASH buyers of low-mileage Morris 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0798

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0976

MORRIS 8s wanted for cash, immediately.—King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536/7. [1350

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5662

MORRIS TEN

1947 (Dec.) Morris 10 de luxe saloon, one owner; £650; also.

1948 Morris 10 de luxe saloon, low mileage; £725.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [9761

1936 Morris 10, black and red, red interior, sound reliable car; £195.

MAGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18. Batt. 5573. [9593

1947 Morris 10 saloon, one owner, superb condition; £625; below.

1939 Morris 10 saloon, very nice order, £375 (see page 32).—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [9619

1946 (September) Morris 10 4-door saloon, in exceptional condition throughout.

LANCEFIELD COACHWORKS, Wrenfield Place, Herries St., W.10. Ladbroke 2951-4. [9958

1939 Morris 10 saloon; £345.—Munday Cars, 35, Woodford Ave., Ilford. Valentine 4830. [1208

£225.—1937 Morris 10 de luxe saloon.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [9651

£375.—1939 Morris 10 de luxe saloon, black, brown hide, taxed year, exceptionally clean condition.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [9310

1939 Morris 10 black saloon, good condition, one careful owner; £350.—East Grinstead 175, Box 4012. [1177

1947 Morris 10 saloon, black and brown leather, low mileage, excellent condition throughout; £595.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [6484

MORRIS 10hp 1939 for sale, reconditioned engine (1949, Jan.); good condition; wireless, etc. £325.—Box 3789. [8547

1938 Morris 10hp saloon, blue/grey, recently fitted with replacement engine and gear box, good tyres; £295.

E. C. STEARNS & Co., 250/262, Brompton Rd., S.W.3. Ken. 0081. [9626

1947 Morris 10, very clean; £595; terms arranged.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 7779 and 8676. [9981

£190.—1936 Morris 10 saloon, a clean car and good runner.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [9649

L. F. DOVE offers 1946 Morris 10hp saloon, 5,000 miles only, in beautiful condition; £675.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [1166

1946 Morris 10 saloon, one owner, absolutely immaculate throughout. — Autowork, Ltd., Winchester. Tel. Winchester 4634. [9635

1939 May, Morris 10, for sale, in excellent condition, bargain, must sell; £350.—Wilkins, 304, Woodgrange Drive, Southend-on-Sea. [1308

£350.—Morris 10 1939 4-dr. sln. excellent appearance and mechanical condition, leather, sliding roof, choice of two; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, Park 5066/7; open Mon. to Sat. 9-6 (50 yards Holland Park Tube). [9459

MORRIS 10hp 1936 saloon, sliding roof, series 2, very nice condition throughout including tyres and batteries; £220.—Speedy Transport. Sloane 7219. [1142

10 hp saloon, 1948, 12,000 miles, one owner, exceptional condition; £695.—Recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [9748

£225.—1936-7 Series II Morris 10 de luxe saloon, definitely spotless condition, really like new, recent new engine.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [9944

Morris Ten Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Morris 10 cars.—320, Euston Rd., N.W.1. Euston 1212. [0968

CASH buyers of low-mileage Morris 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0797

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0977

MORRIS 10s wanted for cash, immediately.—King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536/7. [1351

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5663

MORRIS TWELVE

1939 Morris 12-4 de luxe saloon, guaranteed; £350; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [1218

1939 Morris 12 black saloon, very nice condition, guaranteed; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [9896

1937 Morris 12 saloon de luxe, black with red leather upholstery, £290; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [1302

£355.—1938 Morris 12 de luxe saloon, magnificent showroom condition, exterior new, interior excellent; this vehicle is literally magnificent, just fitted overhaul engine, positively and far surpasses usual vehicles offered. See this for yourself; comprehensive 3 months' written guarantee; hire-purchase, exchanges. LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [1277

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0978

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5842

MORRIS FOURTEEN

£250.—1937 Morris 14hp de luxe saloon, in original immaculate condition, definitely above average.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [9308

MORRIS 14 1939 de luxe sal., immaculate, mechanically, exterior and interior, one owner, any test, £475; Morris 12 1937 sal., black, excellent cond. all round, taxed for year, £225.—B. & D., 24, Oldridge Rd., S.W.12 Bat. 8114. [8285

MORRIS SIXTEEN

£165.—1935 Morris 16, fitted division, ideal for hire work, excellent condition, only one owner since new, only taken for road due to redundancy; comprehensive 3 months' written guarantee; hire-purchase, exchanges.
LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [1279

MORRIS OXFORD

BASIL ROY.

1949 Morris Oxford saloon, leather upholstery, and heater, one owner, perfect condition; £950.—161, Great Portland St., W.1. Langham 7733. [9607

TOM GARNER, Ltd., offer:—

1949 Morris Oxford saloon, maroon with beige leather, 4,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6 [9508

JAMES SIMPSON (SALES) offer:—

1949 Morris Oxford, immaculate condition; £875.
JAMES SIMPSON (T.C. MOTORS, Ltd.), 244, Brompton Rd., S.W.3. Ken. 3315. [9923

WARWICK WRIGHT, Ltd., offer:—

1949 Morris Oxford saloon, green, buff leather, 7,000 miles; £1,035.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9883

PHILIP RICKARDS, Ltd., offer:—

1949 Morris Oxford saloon, grey, radio, covers, 8,000 miles, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772/3. [9732

OXFORD 1949 (May), green, 1,800 miles; £925.—Wright, 53, The Highlands, Edgware 7107. [1303

1949 (April) Oxford, black, 3,000 miles; nearest £900.—Tandy, 16, Mollison Way, Edgware 7961. [1304

1949 Morris Oxford saloon, 1,600 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9701

1949 Morris Oxford saloon heater,, loose covers, low mileage, equal to new; £895.—348, King St., Hammersmith. Riv. 2837/8. [9767

1949 Morris Oxford saloon, 8,000 miles, radio and heater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9702

1949 Oxford saloon, green/beige upholstery, 6,000 miles, quite faultless condition.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [9749

1949 Morris Oxford saloon, maroon cellulose, natural leather interior, 4,000 miles only, absolutely as new; £950.—Acres Autos, 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. (2 minutes from Clapham North Underground). Tels. Macaulay 5762 and Mal. 2873. [9661

Morris Oxford Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717

Morris Six Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Morris Six cars.—320, Euston Rd., N.W.1. Euston 1212. [0718

MORRIS MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0373

MORRIS MISCELLANEOUS

1939 Morris 8 2-door de luxe saloon, exceptional condition; £375; another 1946; £495; another late 1947; £550; and a 4-door; £595.
JARVIS & Sons, Ltd., Morris House, Morden Rd., S.W.19. Lib. 4656. [8393

MORRIS cars, 8hp and 10hp, 1947 and 1948 models, in nice condition, always available; ask us to send you full particulars.—Maudes of Norwich, Ltd. (Morris distributors), 106-110, Prince of Wales Rd., Norwich. Tel. Norwich 20541. [0105

Morris Miscellaneous Cars Wanted

R
S
ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979

F. L. CRANMORE, Potters Bar, requires Morris cars for cash.—Tel. 2040 Potters Bar. [9672

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris. Wembley 3903. [8001

SELL your Morris to us; good cars urgently wanted. All models.—Offord, 67, George St., W.1. Wel. 6899. [4556

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Morris cars.—56, Bayswater Rd., W.2. Paddington 1820. [9520

CASH buyers of low-mileage Morris Minor, Oxford and 6; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0798

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Morris retailers, require cars in first-class condition. Mayfair 5242. [0814

URGENTLY wanted, good condition Morris cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [1952

Morris Spares and Service

FOR Morris mudguards, running boards, 1930-46.—Brooks, 85 Queens Rd., Brighton. [0384

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4436. [0206

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd., Sales Service and Spares, Blindley Heath Garage, Nr. Lingfield, Surrey. Tel. Lingfield 330-1. [0113

OPEL

MAYFAIR GARAGES, Ltd. (March, 1939) post-war type front, Cadet saloon, original Opel blue, nominal mileage, carefully maintained, in outstanding condition throughout; 3 months' guarantee; £295.
MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. [9724

£175.—38 Opel Super Six model, drop head coupe, with new silver mohair hood, good engine, brakes, tyres, etc., good on petrol, still 2 months' back ration in book taxed.—Tel. Willesden 2989, 9 to 6. (No dealers please.) [9433

225 gns.—Opel Super 6, 1937, 24hp 5-seater convertible cabriolet, black, red leather, very good condition terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1247

Opel Cars Wanted

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237, Brixton Hill, S.W.2. Tul. 3664. [6099

Opel Spares and Service

PRIDE & CLARK, Ltd., new brake and clutch linings, valves, springs, piston rings, fibre timing wheels; quotations.—158, Stockwell Rd., S.W.9. Bri. 6251. [0733

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Woodside Rd., Southbourne, Bournemouth. Tel. Southbourne 327 and 160. [5772

PACKARD

DICKS CAR SALES offer.—

1939 Packard Super 8 Georgia coupe, fitted radio, a very attractive car; £625.

1938 Packard 33hp drop head coupe, fitted radio, fine order throughout; £450.
DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [8118

1937 Packard limousine, superb.
GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [8937

JOE THOMPSON (MOTORS), Ltd., offers:—

1937 Packard limousine, colour black, face forward occasionals; £795.

1939 sedanca de ville, 32.5hp Super 8 de luxe, very low mileage, special English body, an outstanding car.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [3134

1939 Packard limousine, 32,000 miles, practically as new.
GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [7389

PACKARD Super 8 enclosed drive limousine, very clean; £350.—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [9556

1937 Packard saloon, leather, taxed year, guaranteed; £300; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [9907

FOR sale, 1936 Packard Straight 8 utility brake, immaculate condition; cost £920 November, 1948; will accept £200.—Thomas, South St., Wells. [9553

1937 Packard 33hp saloon, black, in first-class condition; £400.—L. P. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. 8765

57 hp V.12 1938 Packard saloon with division, run only 14,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9689

£565.—34hp Packard late 1938 drop head coupe, black, with brown leather, most elegant car, superb condition.—Robbins, East Putney. Tel. 4581. [6039

1936 Packard 33hp touring saloon, 39,000 miles only, one owner since new, absolutely perfect.—Offers to L. P. Dove, Ltd., The Mid-Surrey Used Car Centre, Guildford Rd. Tel. Woking 1282. [9559

PACKARD

295 gns.—Packard 8, June, 1936, 27hp, 120, 4-door, touring saloon, dark green, sliding head, fawn cloth, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1248

LIMOUSINE, 1938, partition, 7-forward, black, unquestionable condition, opportunity; £895.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [9849

Packard Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Packard. Wembley 3903. [8002

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0981

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.
ROY GALWAY, Ltd., 21, Farm St., London, W.1. Tel. Gros. 4747. [0751

WANTED, Packard Super 8 car fitted with over-drive 7-seater, engine and paintwork immaterial.—Tel. Hadleigh, Essex 58474. [8549

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [9834

LEONARD WILLIAMS & Co. (1940), Ltd. (sole concessionaires), require good, low-mileage Packard cars.—Great West Rd., Brentford, Middlesex. Ealing 3400. [0191

Packard Spares and Service

LEONARD WILLIAMS & Co. (1940), Ltd., sole Packard concessionaires, Great West Rd., Brentford, Middlesex. Tel. Ealing 3400. [0469

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins) S. Kensington. Kensington 4858. [4331A

PONTIAC

1938 Series Pontiac Silver Streak gun metal saloon, two owners, in nice condition throughout, clearance price; 275gns; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [9972

Pontiac Cars Wanted

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.
ROY GALWAY, Ltd., 81, Farm St., London, W.1. Tel. Gros. 4747. [0750

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac. Wembley 3903. [8003

RACING CARS

H.W. MOTORS, Ltd., offer:—

THE famous Eccles-Rapier 1,100cc supercharged single seater, completely rebuilt by ourselves, in our racing department, with new block, and crank, etc., car ready to run, ideal for Goodwood, Blandford and all hill climbs; £525 or near offer.
H.W. MOTORS, Ltd., Walton-on-Thames 783 and 1437. [8388

COOPERS GARAGE (SURBITON), Ltd., of Surbiton, Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars. [0821

£500.—Aston Martin 1939 2-litre speed model, engine in very light single-seater chassis, hydraulic brakes, E.N.V. gear box, beautiful single-seater body; this car has immense possibilities for club, I.O.M. or Formula II events; easy and cheap to maintain, any car taken in exchange.
ALTON GARAGE, the Alvis People, 17, Brook Mews North, Craven Rd., Paddington 3952, 4710. [1035

RAILTON

A-ONE MOTORS (LONDON), Ltd., offer:—

28 hp Cobham de luxe semi-razor-edge saloon, taxed only two years since new, genuine 21,000 miles, most desirable car in immaculate condition; real bargain at £850.—Victoria 8285. [8827

£395.—1938 Railton 17hp sports saloon, black, faultless runner, clean condition, unworn tyres
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [9307

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6753.—All models up to 1947, 17hp, 21hp, 28hp coupes, saloons, tourers. [5814

Railton Cars Wanted

CASH immediately for good Railton.—H. F. Edwards, 28, Upper High St., Epsom, 9400. [1135

RENAULT

RENAULT cars, spare parts, repairs & service.—Renault Ltd., Western Ave., Acton, W.3. Acorn 4656.

RENAULTS.—The following cars with others carry our usual guarantee service; established 1909.
RENAULT 26hp 1939 big six-seater saloon; £395.
RENAULT 12hp 1939 5-seater drop-head coupe; £325.
WELHAMS Renault Sales Service, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [0726

RENAULT 12hp de luxe saloon (1940), mechanically good, clean appearance; £250.—Worthing 6123. [1059

1939 model Renault 8 saloon, good condition throughout; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [9068

1928 20.9 Renault saloon, stored for ten years, absolutely immaculate, black and grey, numerous extras; 75gns (log book first registered 1939).
MATTHEWS OF STOCKWELL, 55-59, Stockwell Rd., Brixton 6555 or 2026. [1345

1949 Renault 8hp 4-door saloon, almost unmarked and hardly used, few miles only, taxed; £695.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8 [8158

£345!!!—Renault 18hp Big 4 saloon, 1939-40, finished in suede green, very compact appearance, full 6-seater body, bench-type front seat, clean interior, first-rate mechanical performance combined with unbelievably economical running costs for an 18hp car, an outstanding opportunity.
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Easy and confidential hire purchase. Part exchanges. Immediate drive-away facilities or free delivery anywhere in the United Kingdom. [1163

Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0982

WELHAM'S RENAULT SALES SERVICE purchase all models.—Surbiton Hill Rd., Surbiton. Elmbridge 1873. [0127

RILEY

CAR MART, Ltd.

RILEY 2½-litre saloon, 1949 7,000 miles; £1,650.—R. Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [9804

TOM GARNER, Ltd., offer:—

1949 Riley 2½-litre saloon, maroon with red leather, 5,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [9512

H. M. BENTLEY & PARTNERS.

RILEY retailers.

1948 1½-litre saloon, in black with brown interior, 15,000 miles, excellent condition; £1,075.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [9989

CHARLES FOLLETT, Ltd., offer:—

1948 Riley 2½-litre saloon, black, green leather, one owner, 14,500 miles, excellent condition throughout, 3 months' guarantee; £1,350.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores: 12, Wellesley Ave., W.6. Riv. 1413. [9739

WARWICK WRIGHT, Ltd., offer:—

1949 Riley 2½-litre saloon, black, fawn cloth, 7,000 miles; £1,525.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9884

SUSSEX specialists for reconditioned Riley cars; repairs spares.—Lewes Motors, Ltd., Lewes.

1949 Riley 2½-litre, cream and black, 6,000 miles, radio, many accessories, equal new.

HARVEY HUDSON & Co., Ltd., 45 High Rd., South Woodford, E.18. (Wanstead 0056-7-8.) [9442

FOR pre-war Rileys consult Browne & Sons, Motor Engineers, Loddon, Norfolk. Tel. 315-316. [3450

BEARTS of Kingston, Riley specialists sales, spares, repairs.—102, London Rd., Kingston, Kingston 3348.

1947 Riley 2½ black saloon, fitted Radiomobile; first offer over £1,000.—Tel. Tudor 1512. [9420

1932 Riley 9 saloon; £145.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [8769

1937 Riley Falcon, excellent condition; £300.—113, Keith Lucas Rd., Cove, Farnborough, Hants. [1056

RILEY Kestrel, 1936, in exceptional condition, not used during war.—For appointment to view Tel. Turville Heath 88. [9478

159 gns.—1935 Riley 12 4-light saloon, good condition.—Autosnips, 5, Balham High Rd., Balham 1509. [9691

PERFORMANCE CARS, of 21, Daleham Mews, Belsize Lane, N.W.3 (Ham. 8707), offer with 3 months' written guarantee:—

1929 2-seater with dickey, £85; 1931 Riley 9 Monaco saloons, £90 (choice of two); 1935 Riley 12/4 1½-litre Falcon saloon, £185; 1931 Riley 9 4-seater, £110. [1288

RILEY 2½-litre 1949 saloon, black with red upholstery, a superb car and immaculate in every respect. 7,700 miles. Offers to:—

T. M. BIRKETT & SONS, Ltd., Hanley, Staffs. Tel. No. 2184, Stoke-on-Trent. [9438

1948 Riley 2½-litre saloon, black, licenced Dec., 1950, beautifully maintained by one owner; £1,275.—Robbins, East Putney. Tel. 4581. [8456

£185.—Riley Lynx 9hp open sports 4-str., good condition, 1934, taxed Dec.—27, Middleway, London, N.W.11. Tel. Speedwell 9358. [1087

1948 (May) Riley 1½-litre utility, maroon, 9,000 miles; £975.—Bell's Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [9986

1949 (March) Riley 1½-litre saloon, 9,000 miles, red, as new; £1,195.—Bell's Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [9914

RILEY 9hp 1936 saloon, stored 2 years, some body repairs, completely reconditioned engine not yet run; £245.—115, St. Albans Rd., Hatfield, Herts. Tel. 2968. [9469

1948 Riley 1½-litre saloon, maroon, red leather upholstered, mileage 10,000, fitted H.M.V. radio, new battery, recently decarbonised; £1,150.—Apply May, 3512. [7654

£185.—Riley Kestrel 14hp saloon, excellent condition, full particulars on request, 1935 model.—Garrad Motors, 132b, Uxbridge Rd., Hanwell, W.7. Ealing 4635. [9648

1947 1½-litre black saloon, red leather, immaculate, maintained since new by makers, one owner only (going abroad); £950; no dealers.—Tel. (office hours) May. 6128. [9424

1949 (March) 2½-litre Riley saloon, genuine mileage 8,614, finished black with red leather, the whole car as new; £1,375.—Windsor, 1, Roebuck Drive, Mansfield. Tel. 849. [9423

195 gns.—Riley 9, 1935 model Kestrel 4-door saloon, black, green wheels, sliding head, leather upholstery, preselector, very good condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Riley, 1937 model, 1½-litre Kestrel Sprite 4-door sports saloon, gunmetal, sliding head, leather upholstery, preselector, Scintilla magneto, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

595 gns.—Riley Sprite, May, 1938, 1½-litre super sports 2-seater, black, aluminium wheels, large instruments, preselector, Scintilla, Hartfords, 15-gallon rear tank, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Riley, 1936 model, 1½-litre Falcon 4-door saloon, grey, sliding head, preselector, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1249

RILEY

1947 Riley 2½ saloon, 14,000 miles only, original tyres, licensed, immaculate throughout; £1,050 only for quick sale, would arrange terms.—Shaw, Park Row, Nottingham 44727. [9687

1948 1½-litre, black, brown upholstery, one owner, 15,000 miles, heater, excellent condition, taxed year; £995.—Rex Neate, Shambleburst Lane, Botley, Southampton. Tel. Botley 132. [9958

RILEY Kestrel 12/6 saloon, May, 1933 (laid-up 1939-1949), genuine 66,000 miles, 700 since £125 overhaul, really excellent; £195 or best offer.—Whiteley, 17, Victoria Rd., Waterloo (4982), Liverpool. [1101

1937 Riley 9 Kestrel, £150 recently spent (bills available), mechanically sound, good condition, 5 new tyres, at present in Germany, available England mid-May; nearest £325.—BM/ZNYE, London, W.C.1. [9470

RILEY 1937 1½-litre Kestrel saloon (special), two carburettors, scintilla ignition, engine overhauled, general condition immaculate throughout; offers; exchange.—Lockwood, Half-way, Walton 2824. After 6 o'clock 3387. [9053

TANKARD & SMITH, Ltd., offer 1937 Riley 1½-litre Kestrel Sprite saloon, in polychromatic grey with brown leather and silver wheels, recently resprayed and in very much above average condition throughout, wonderful performance; £475; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3. [9498

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THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969

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ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0983

1947-1948 2½-litre Riley saloon wanted.—Box 3924. [9474

1½-litre saloon required by Angior, 140, Golders Green Rd., London, N.W.11. [0532

URGENTLY required, good pre-war Riley.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [1124

CASH buyers of low mileage 1½-litre Rileys; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0799

ADVERTISER wishes to purchase good pre-war Riley saloon; price, details and photograph, if available.—Box 4011. [1176

BLAKES, Riley distributors, will purchase any non-Covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

JACK ROSE, Ltd., require low-mileage Riley cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7672

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post war Riley saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [7395

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ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238

BOON & PORTER, Ltd.,

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HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246

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ROLLS-ROYCE Phantom II sports saloon by Barker; ref. H.3799.

ROLLS-ROYCE Wraith sports saloon by Park Ward; ref. H.4051.

ROLLS-ROYCE Wraith saloon with division by Park Ward; ref. H.3705.

ROLLS-ROYCE 20/25 saloon by Park Ward; ref. H.2874.

ROLLS-ROYCE 20/25 sports saloon by Mann Egerton; ref. H.2847.

ROLLS-ROYCE 20/25 limousine by Park Ward; ref. H.3918.

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1932 25hp 4-door sports saloon by Barker, newly reconditioned throughout.

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SILVER Wraith owner-driver saloon by Park Ward, finished black with maroon leather upholstery, small mileage, first registered 1948; £4,500.

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WRAITH 4-door Allweather with winding division by Thrupp & Maberly, first registered 1939.

PHANTOM III owner-driver semi-razor-edged saloon with division and commodious boot by Freestone & Webb, finished black and green, overhauled 1947, first registered December, 1936, most attractive car.

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1935 owner driver saloon with division. Park Ward.

1934 25hp enclosed drive limousine. Rippon Brothers.

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HAROLD RADFORD & Co., Ltd., INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1937 (October) Rolls-Royce Phantom III 4-light limousine by Barker with sunshine roof and large built-in luggage boot, licence surrendered in 1939 and car unused until May, 1949, mileage 21,270, black and brown with beige leather upholstery, a specimen car indistinguishable from new throughout.

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1932 Phantom II Barker sedanca in beautiful condition, pre-synchro mesh series, but body modernised and fitted with Telecontrol, most handsome carriage; £495.

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1938 30hp Barker owner-driven saloon.

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WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.

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1933 Rolls-Royce Phantom II saloon, with division, rear boot.

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1938 Replica Rolls-Royce owner-driven saloon on 20-25hp chassis, many extras; price £1,150.

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1928 Rolls-Royce Phantom I, coachbuilt 9-seater bus body; £250; also

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1936 Rolls-Royce 25/30hp Park Ward 7-seater limousine; also

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1935 Rolls-Royce 25/30 owner-driver saloon by Barker, black, brown hide, H.M.V., radio, really exceptional condition; £1,195.

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OWNER-DRIVER 1935 Barker, bucket seats, large boot, exceptional throughout; £1,265.—Below.

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1934 Rolls-Royce 20/25 limousine by Barker; £1,295.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9690

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1935 delivery ride control 20-25 Rolls-Royce, fitted with most attractive sports saloon body by Gurney Nutting, colour black, green leather upholstery.

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1935 Rolls-Royce 40/50 Phantom II, fitted with Barker Sedanca-de-Ville, low mileage.—R. Poole, 24, The Albany, Liverpool, 3. Tel. Central 4021. [9209

1936 25/30 Rolls-Royce H. J. Mulliner sports saloon, radio, unusually fine car.—Gavin Fairfax, Ltd., Virginia Water, Surrey. Tel. Wentworth 3154. [9087

1937 30hp Rolls-Royce Windover sedanca 7-str., 38,000 miles, one owner, new condition; £1,575.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [1141

25-30hp Rolls-Royce 4-door cabriolet by Wingham, chassis overhauled by Rolls-Royce, magnificent convertible coachwork, finished in black with blue upholstery; £1,850.

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LIMOUSINES, 1933/1939, 20/25hp and 25/30hp, roomy 7-seaters, small mileages, from 1,000 gns; exchanges, hire purchase.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [8217

1937 Rolls-Royce 25hp 7-seater limousine, body Thrupp & Maberly, face forward occasionals; £1,275; terms, exchanges.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [6537

20/25hp Rolls-Royce 4-door sports saloon by H. J. Mulliner, two titled owners, genuine 53,000 miles, just completely and properly overhauled, beautiful condition; £785.—Crawley, Western 6015. [1205

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365 gns.—Rolls-Royce, 1929, 20hp Park Ward 7-seater limousine, black, winding partition, face-forward occasionals, good tyres, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [1250

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LIMOUSINES 1937 or later, 25hp or Phantom III.—Rolls-Royce Hire Service, 21, Cromwell Mews, S.W.7. [7608

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [7457

RIPPON BROS., Ltd., the Northern Rolls-Royce specialists, special retailers and repairers, wish to purchase good late model Rolls-Royce.—Huddersfield 6340 (5 lines) [0115

PRIVATE owner wants a small R.-R 20 saloon, modern body, f.w.b. and s.w.b. with large boot; must be mechanically perfect and price reasonable for cash; 1940 preferred.—Box 4038. [1320

Rolls-Royce Cars Wanted

A & S interested purchasers modern 25/30hp Saloons with boot, also 7-passenger 25/30hp Limousines 1932-1939.

A & S require modern Phantom II also Phantom III Limousines and Saloons.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [9837

THE BASINGSTOKE MOTOR Co., Ltd., wish to purchase 20hp Rolls-Royce with F.W.B. and early 20-25 models, cars with open coachwork particularly wanted.—By-pass Rd., Basingstoke. [9731

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Rolls-Royce and Bentley retailers are interested in the purchase of Rolls-Royce cars in first-class condition. Mayfair 5242. [0615

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service works and stores: 12, Wellesley Ave., W.6. Ave. 1413. [8364

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all models.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0625

W. M. COUPER, Ltd., Catherine St., St. Albans 4343.

SPARES and service.—The only officially appointed Rolls-Royce special retailers and repairers in the county of Hertfordshire. [0623

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.

SHOWROOMS, 18, Berkeley St., W.1. May. 6266.

SPARE Parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8366

ROVER 10

PAUL STREET GARAGE, Ltd., offer:—

1939 Rover 10 four-door six-light sliding roof saloon with large rear opening luggage boot, 34,000 miles only; this car is as new throughout, bodywork finished in blue with blue leather, a really magnificent car; £535.

TERMS arranged.

PAUL STREET GARAGE, Ltd., 20, Paul St., London, E.C.2. Tel. Bishopsgate 6781-2-3-4 (nr. Liverpool St., Stn. or Moorgate Underground). [9630

1940 Rover 10 saloon, exceptionally nice condition.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [9636

1946 Rover 10 saloon, black, with brown upholstery, in almost new condition; £925.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [8837

£195.—1935 Rover 10 de luxe saloon, sound mechanically, good bodywork; genuine bargain; comprehensive 3 months' written guarantee; hire-purchase, exchanges.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [1280

1946 (November) Rover 10 saloon, black, 23,000 miles, condition literally indistinguishable from new, any trial; £950.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [1224

1940 Rover 10 saloon, black, brown leather, identical to 1946 model, excellent condition throughout, taxed; £625.—Birkett Motors, Ltd., 654-656, Mile End Rd., Bow, E.3. Advance 1517. [9956

£899.—One of the very few available, Rover 10hp saloon, 1947-8, in such condition that it is practically impossible to fault, a very small mileage, one owner car, scrupulously maintained, finished in sparkling black and chrome, with brown leather interior, fitted radio and other refinements; a real little gem and a genuine opportunity at the price.—See below

£595.—1939 Rover 10hp saloon de luxe, in condition almost unbelievable for the year, beautifully finished in dove grey, the whole appearance betokens the most scrupulous care and attention lavished on its upkeep; every item on the car is original, even to the mats, and the whole condition will satisfy the most fastidious purchaser; mechanically this Rover is in the same exclusive order, having been used moderately and actually taxed half-rate for a considerable period; out of our entire stock of 75 Rovers this car does stand out as one of the most genuine pre-war examples we have ever handled; first deposit secures.

CAMDEN MOTORS, the Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Over 70 fully guaranteed used Rovers in stock from 10hp-20hp, including several low mileage post-war examples; write for 18-page post-free stock list of over 350 cars; easy and confidential hire purchase, no fuss or formalities; immediate drive-away facilities; part exchanges; showrooms open till 8 p.m. Mon-Sat. [1152

ROVER 12

CARR BROS. offer:—

1946 Rover 12hp 12,000 miles only, exquisitely kept, interior spotlessly new; a perfect specimen of one of Britain's fine cars; £925.—High St., Purley. Upl. 4812. [1021

GUY SALMON AUTOMOBILES offer:—

1947 Rover 12 saloon, indistinguishable from new; £1,250.—Portsmouth Rd., Thames Ditton, Emberbrook 4343. [9095

GORDON CARS (LONDON), Ltd.—1947 Rover 12 saloon, 7,000 miles, positively as new.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [9862

1947 Sept. Rover 12 sal., black, brown leather, 7,000 miles, as new; £1,175.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. [9491

£495.—1938 Rover 12 sports saloon, specimen car, unmarked; terms, exchanges.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [9947

1949 12hp Type 60 saloon, black, 11,000 miles, fitted heater and H.M.V. radio, exceptional condition; £1,425.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [9751

ROVER 12

1947 (Dec.) Rover 12hp 6-light de luxe saloon, grey, blue leather, H.M.V. radio, genuine 14,000 mls.; £1,025.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [9675

FOR sale, Rover 12, carefully maintained, mileage approx. 34,000, colour black, fitted with H.M.V. radio and Clayton heater, excellent tyres, fully licensed. —H. A. Porter, "Wayside," Gloucester Rd., Ross-on-Wye. Tel. 161.

£595.—Scarce and highly desirable Rover 12hp Sportsman's four-door saloon, 1939, almost identical in appearance to the post-war model, with appealing lines and very handsome coachwork, finished in dove grey, flawless chrome accessories and upholstered in high-grade blue leather. This model is justly famous for its exceptional performance, the engine is lively, steering light but positive, braking and acceleration excellent. Five new Dunlops and a brand new battery have just been fitted and this Rover, which is fully guaranteed in writing, undoubtedly represents the very best value offered to-day in a car of its class. CAMDEN MOTORS, The Rover Specialists, Lake Street, Leighton Buzzard, Beds. Tel. 2381and 3115. 3115. Over 70 fully guaranteed used Rovers in stock from 10hp-20hp including several low-mileage post-war examples. Write for 18-page post free stock list of over 350 cars. Easy and confidential hire purchase, no fuss or formalities, immediate drive-away facilities; part exchanges; showrooms open till 8 p.m. Mon.-Sat. [1153

ROVER 14

BROOKLANDS OFFER:—

1947 Rover 14hp saloon, black, speedometer reading 11,000 miles.

103, New Bond St., W.1. Tel. Mayfair 8351-6. [9578

BROWNS for Rovers.

1940 Rover 14hp saloon de luxe, immaculate condition; £615.—Browns Garage, Loughton (Essex) 4119 (Tube). [6469

ROUNDABOUT offer:—

1938 Rover 14hp saloon, very nice condition throughout; £495.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [9683

JAMES SIMPSON (SALES) offer:—

1937 Rover 14, in exceptionally good condition; £425.

JAMES SIMPSON (T.C. MOTORS, Ltd.), 244, Brompton Rd., S.W.3. Ken. 3315. [9920

PAUL STREET GARAGE, Ltd., offer:—

1937 Rover 14 sports 4-door 4-light sliding roof saloon, with rear opening luggage boot, finished in black with blue leather upholstery, a really magnificent car; £465.

TERMS arranged.

PAUL STREET GARAGE, Ltd., 20, Paul St., London, E.C.2. Tel. Bishopsgate 6781-2-3-4 (nr. Liverpool St., Stn. or Moorgate Underground). [8631

1935 Rover 14 black saloon; nearest offer £175 accepted.—77, Hampden Rd., Hitchin. Tel. 1562. [1089

1939 Rover 14 saloon de luxe, blue, in exceptional mechanical condition, fitted with radio, one owner; £495.

E. C. STEARNS & Co., 250/262, Brompton Rd., S.W.3. Ken. 0081. [9823

1947 Rover 14hp 4-light sports saloon, blue, blue leather, 17,000 miles, one owner, very well kept; £1,095.

MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [9974

1939 Rover sports saloon 14hp, 2,000 miles since reconditioned engine fitted, radio, one owner, taxed, immaculate, immaculate, guaranteed; £595.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [1006

1935 Rover 14 saloon, black, in exceptionally good condition throughout; bargain; £200.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [5063

1936 Rover 14 streamline saloon, black, coachwork good for age, chassis very good; £220; available after May 16.—Harris-Mayes & Co., Ace of Herts Garage, Watford, Herts. Tel. 4026. [9868

1937 Rover 14 sports saloon, black, brown leather, one owner, recent £150 overhaul at Rovers, rear opening luggage boot, sound condition throughout; £385.—John Jordan, Sandy, Beds. Tel. 64. [9631

1947 Rover 14 saloon de luxe, privately owned, small mileage, as new throughout, fitted loose covers, radio, colour black, taxed, available 1st week May; £1,150; for appointment to view apply owners agents.—The Toll House Garage, Slinfold, Sussex. Tel. Broadbridge Heath 129. [8619

£525.—Unrivalled value at the price, 1939 Rover 14hp saloon de luxe, in quite outstanding condition for the year, with original coachwork and clean leather interior, good tyres and sound engine. Three months' written guarantee. Discriminating purchaser cannot afford to miss this bargain of the week. CAMDEN MOTORS, The Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Over 70 fully guaranteed used Rovers in stock from 10hp-20hp including several low-mileage post-war examples. Write for 18-page post free stock list of over 350 cars. Easy and confidential hire purchase; no fuss or formalities; immediate drive-away facilities; part exchanges; showrooms open till 8 p.m. Mon.-Sat. [1154

ROVER 16

J. DAVY offers:—

ROVER 16 6-light saloon, 1947, as new, 12,000 miles; £1,295.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [1384

ROUNDABOUT offer:—

1939 Rover 16hp saloon, exceptional condition; £650.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [9684

ROVER 16

CHARLES POLLETT, Ltd., offer:—

1946 (Nov.) Rover 16 saloon, black, brown hide, one owner, 23,000 miles, very good order throughout, at present undergoing pre-resale checkover; £975.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores: 12, Wellesley Ave., W.6. Riv. 1413. [9741

1947 July 16 Rover sports sal., 3,000 miles, black, fawn int.; £1,375.

1947 July 16 Rover 4-light sports sal., 7,000 miles, grey, blue leather, as new; £1,295.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [9490

1947 Rover 16 6-light saloon, maroon, leather, mileage 11,000, £1,150; trade enquiries welcomed.

H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. [9782

1940 Rover 16 saloon, one careful owner, condition as new, grey, blue leather; offers.—Waterman Bros., The Garage, Spaxton. [9538

£1195.—Rover 16hp sports saloon, black, with blue leather, 15,000 miles, H.M.V. radio, licenced December, almost as new.—96 & 98, Upper Richmond Rd., Putney. Tel. 4561. [9278

£435.—Rover 16 saloon, this car is 1937 but a really wonderful specimen, cellulosed blue and unmarked, engine and chassis really 100% condition; all very good tyres and guaranteed for 3 months; terms, exchanges.—Birkett Motors, Ltd., 121, Barking Rd., E. Ham. Grangewood 4314. [9875

1938 Rover 16 saloon, blue, one owner (middle aged), regularly serviced by us since new, total mileage 52,000; £460; car has been most carefully used by one driver and for private use only, seldom with more than one passenger; available after May 22.—Harris-Mayes & Co., Ace of Herts Garage, Watford, Herts. Tel. 4026. [9869

ROVER 20

TANKARD & SMITH, Ltd., offer 1939 Rover 20 sports saloon, in black with green leather, coachwork and interior above average condition, magnificent performance, fitted discs; £595; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel Flaxman 4801-2-3. [9501

ROVER 60 & 75

TOM GARNER, Ltd., offer:—

1948 Rover 75 sports saloon, black with grey leather, radio, etc., 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6 [9509

PHILIP RICKARDS, Ltd., offer:—

1948 (Nov.) Rover 75 sports saloon, 6,000 miles, one owner.—4, Brick St., Park Lane, London, W.1. Gros. 4772/3. [9733

WARWICK WRIGHT, Ltd., offer:—

1948 Rover 75 six-light saloon, black, red leather, 8,000 miles; £1,575.

1948 Rover 75 sports saloon, black, grey leather, 8,000 miles; £1,575.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9885

1948 75 Rover saloon, grey, low mileage, perfect; £1,525.—Nelson, Appletree Yard, S.W.1. Tel. Whitehall 4012. [9643

1948 (Sept.) Rover 75 sports saloon, mileage 10,000, as new throughout, £1,475; trade enquiries welcomed.

H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. [9781

1948 Rover 75 green sports saloon, heater, wireless, etc.—British Waste (Leicester), Ltd., Saffron Lane, Leicester. [9435

6000 miles.—1948 (Nov.) Rover 75 sports saloon, green.—Ernest Sutton, Cleeev Hill 95 (Cheltenham). (Trade enquiries only please.) [9611

1948 Rover 75, 8,000 miles, radio and extras, taxed December.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9711

1948 75 Rover 6-light sal., 11,000 miles, black red leather, as new; £1,450.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [9489

1948 Rover 75 model saloon, black, green leather upholstery, 8,000 miles, one owner, as new. —Godfrey Davis, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [5156

1949 Rover 75 saloon, maroon with red leather, H.M.V. radio, 10,000 miles, taxed, perfect condition; £1,475.—Clock Garage, Whalley Rd., Accrington. Tel. 2128-9. [9482

1948 (March) Rover 75 6-light saloon, guaranteed mileage 9,000 only, one private owner, finished black, green leather upholstery, absolutely in new condition throughout; offered with written guarantee; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6391

ROVER 75 6-light saloon, black cellulose with brown leather, mileage 7,000, in outstanding condition, body unblemished and mechanically first-class, fitted radio and heater; best offer over £1,450 secures.—Tel. Ripon 112 for appointment to view. [9547

HILLWOOD MOTORS, 1948 Rover 75, fitted H.M.V. radio and heater, new engine and suspension fitted with makers' guarantee owing to slight defect, a perfect example of a pedigree car; £1,450.—565/7/9, Watford Way, Mill Hill Circus, N.W.7. Mill Hill 4232. [1213

ROVER MISCELLANEOUS

DICKS CAR SALES offer:—

1939 Rover 16 saloon, chauffeur maintained; £550. —Below.

1939 Rover 14 saloon, very carefully used; £545. —Below.

1937 Rover 12 sports saloon, really genuine car; £350.—Below.

1936 Rover 14 saloon, just fitted reconditioned engine; £295.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [9936

BEARTS, of Kingston, Rover specialists sales, spares, repairs.—102, London Rd., Kingston. Kingston 2140.

ROVER MISCELLANEOUS

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

DEPOTS at :—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST RD. (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029

COOMBS & SONS (GUILDFORD), Ltd., OFFER.—

1937 Rover 16 saloon, black and beige, excellent condition.

1947 Rover 12 saloon, black and beige, low mileage, immaculate condition.

1947 Rover 14 sports saloon, blue, really good car.

1948 Rover 16 saloon, black and beige, low mileage, absolutely spotless.

WE welcome any inspection.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [5697

Rover Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971

H

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

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GREAT WEST RD. (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's leading Motor Agents. [0030

R

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0985

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [6138

WANTED, post-war Rovers, all models.—Send details to:—

ARNOLD G. WILSON, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 41014-5. [0021

URGENTLY required, good pre-war Rover.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [1125

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. [0816

ALBONS of Barking purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0464

BLAKES, Rover agents, will purchase any non-Covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7736

JACK ROSE, Ltd., require low mileage Rover cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7673

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 60 and 75; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0800

ALBERT FARNELL, Ltd., would appreciate the offer of your Rover if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0215

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post war Rover saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [7396

URGENTLY wanted, good condition Rover cars.—Brown's Garage, 3 mins. Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [2441

DAVID ROSENFIELD, Ltd., Rover Distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554

CAMDEN MOTORS require to purchase Rover saloons and drop heads of all horse-powers in good clean condition, 1938-40 and post-war; write, call or 'phone, stating price required.

CAMDEN MOTORS, Ltd., the best Rover buyers, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [7922

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any models, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5843

Rover Spares and Service

R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0405

Rover Spares and Service

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stocks available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555

R. H. COLLIER & Co., Ltd., South Yardley, Birmingham distributors, carry one of the largest stocks in the country, comprehensive spares and repairs service. Tel. Aco. 1681. [0268

SINGER

CAR MART, Ltd.

SINGER 10, 1949 saloon, 3,000 miles; £725.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [9806

J. DAVY offers:—

NOVEMBER, 1947, Singer 10 de luxe saloon, excellent condition; £625.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [8922

GUY SALMON AUTOMOBILES offer:—

1947 Singer roadster, genuine 4,000 miles, one owner; £550.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [9927

LE Mans 2-seater 1935. See under Sports Cars Advt. No. 1139. [1140

GORDON CARS (LONDON), Ltd.—1948 (Oct.) Singer 12 saloon, maroon, one owner.—Below.

GORDON CARS (LONDON), Ltd.—1947 Singer Super 10 saloon, black/brown leather, 13,000 miles, exceptional order.—Below.

GORDON CARS (LONDON), Ltd.—1948 (Dec.) Singer Super 10 saloon, maroon, 12,000 miles, exceptional order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [9863

1939 Singer 9 roadster, black, red interior, good condition and appearance; £265.—Tel. Crawley 91. [1061

£295.—1938 Singer Super 10 de luxe saloon, similar appearance to 1948 model; unrepeatable bargain.

BRAY MOTORS, 190-184, West End Lane, N.W.6. Hampstead 6490. [1297

SINGER 10 roadster 1946, new tyres, very clean car; £495.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bayswater 1644. [7670

295 gns.—Singer 9, Oct. 1939, sports roadster, black, red leather, new hood, good condition; terms, exchanges.—Rowland Smith, below:—

195 gns.—Singer 9, 1935, Le Mans sports 4-seater, red, year's tax; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1251

SEPTEMBER, 1947, Singer roadster, signal red, 11,000 miles, one owner, excellent condition; best over £500.—119, Folkestone Rd., Dover. Dover 1135. [1088

1936 9hp Singer Le Mans 4-seater, recently rebored, new battery; £175 or near offer.—9, Cornwall Mansions, Allsop Place, N.W.1. Welbeck 8684. [1057

10hp saloon, 1948, one owner, 6,000 miles, finished maroon, condition as new; £765.—Recommended by the Singer Distributors, 140, Golders Green Rd., N.W.11. Speedwell 0011. [9752

£185.—Singer Le Mans 9hp 4-light sports coupe, 1935, absolutely flawless and original condition throughout, taxed.—Garrad Motors, 132b, Uxbridge Rd., Hanwell, W.7. Ealing 4635. [9646

£295.—1939 Singer 9 sports roadster, mechanically perfect, new tyres, very clean, taxed year; terms, exchanges.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1091-2. [9945

Singer Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Singer cars.—150, Park Lane, W.1. Grosvenor 3434. [0719

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0986

RAYMOND WAY, the hire-purchase specialists, are still buying Singers, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.8. Maida Vale 6044 (10 lines). [3129

Singer Spares and Service

AUTOMENDERS are specialists in Singer service and overhauls.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs, and service.—St. Albans Lane, Golders Green, N.W.11. Speedwell 4701-2.

SINGER spare parts for 9, 10 and 12hp 1936/1949 models; please quote chassis No.—Singer Distributors for Somerset and S. Glos.—Allens of Bristol, Berkeley Square, Bristol, 8. Tel. 22514. [0217

SPORTS CARS

BLAKES,

THE Northern Sport and

RACING Car Specialists,

BUY and sell racing and sports cars of all types; specialists in vintage Bentleys; write for lists and quotations.

J. BLAKE & Co., Ltd.

110, Bold St., Liverpool.

ROYAL 6622. 'Grams: Autocar, Liverpool. [4000

BENTLEY, 1928 Blue Label 3-litre, immaculate condition; £245.—Below.

B.S.A. 1939 Scout 2-seater, excellent order; £275.—Alpha Garage, Westergate, Aldingbourne, near Chichester, Sussex. [9548

LE Mans Singer 2-seater 1935, completely reconditioned as new, nearest £225.—90, Brighton Rd., Banstead, Surrey. Burgh Heath 1520. [1139

JAGUAR S.S.100 3½-litre, 1939, high compression bronze head, excellent competition trim, maker's overhaul; offers.—Box 4023. [1199

SPORTS CARS

SCUDDER & WALL offer:—

1928 6½-litre Bentley, in perfect mechanical order, with new body, hood and tonneau; this streamlined motor is a very cleverly disguised commercial vehicle and though apparently a 2-4-seater, it has a colossal carrying capacity for goods; tax is £25 yearly and being a commercial vehicle it runs on red petrol; £200 or near offer.

WE are always happy to purchase reliable vintage and sports cars.

OPEN all day on Saturdays.

PART exchanges welcomed.—33, Marylebone Lane, Wigmore St., London, W.1. Welbeck 8065. [9096

CHARACTER CARS offer:—

BUGATTI type 35, 2-litre single camshaft; this is the ex-Seaman car, now fully road equipped, including hood; for its last owner, Mr. E. R. Jay, it won the Taylor Cup at B.O.C. Prescott, 23/4/50; indubitably the most beautiful and efficient example of this type in existence.

ALFA-ROMEO 1934 1,750cc supercharged 4-5-seater drop head coupe, imported October, 1949, £10 tax.

CHARACTER CARS, 124-126, Haydons Rd., Wimbledone, S.W.19. Liberty 6285-6. [9940

RAYMOND WAY, the hire purchase specialists!

RAYMOND WAY, of Kilburn.

50 sports cars of all types under £300.

5% discount for cash customers.

CARS and motor cycles wanted in part exchange.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150 yds. Kilburn Park Station, Bakerloo Line). Mal. 6044 (10 lines). [3577

SPEEDSTERS, Ltd.—The best sports cars in the country.

SPEEDSTERS, Ltd.—The answer to the petrol tax. Le Mans Speed Special Singer 9, open 2-seater, 530 miles since rebore, special mirror cylinder finish, new Wellworthy high compression pistons, new big ends, new valves and guides, seats recut, 2 brand new S.U. carburetters, new king pins and bushes, new Scintilla racing Vertex, Lockheed hydraulic brakes with all new pipes and relined shoes, special exhaust system, special Borg and Beck clutch just fitted, new 8in speedo and rev counter, 3 new tyres and 2 excellent spares, original red cellulose in showroom condition, Ashby wheel, chrome Notek spotlamp, first registered mid 1936, over 40 mpg, 59 mph in third, 84 mph in top; £325.

SPEEDSTERS, Ltd.—Alfa, Aston, Bentley, Bugatti, Ford, Invicta, Jaguar, Mercedes, M.G., Minerva, Vauxhall.

SPEEDSTERS, Ltd.—Offices at "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. 28 minutes from Victoria. [1014

PERFORMANCE CARS, of 21, Daleham Mews, Belsize Lane, N.W.3 (Ham. 8707), offer with 3 months' written guarantee:—

1947 H.R.G. 1½-litre aerodynamic 2-seater, Concours d'Elegance winner, outstanding, £725; 1933 Alvis Firefly saloon, choice of two at £115 and £140; 1934 M.G. J.2 2-seater, £175; 1933 M.G. J.2 2-seater, £175; 1925 M.G. bull-nosed salonette, amazing condition, one owner director of Morris Garages, £150; 1936 Renault 18hp drop head foursome, £160; 1927 Bentley 3-litre Blue Label drop head coupe by Mulliner, £185; 1926 Bentley 3-litre Red Label 2-seater, £225; 1934 Morris Oxford tourer, £65; 1926 Morris Cowley 2-seater with dickey, £45; 1934 Vauxhall 14 tourer, £175; 1931 Wolseley Hornet 2-seater, £120; 1932 Brescia type Bugatti, 2-seater, £160; immediate insurance; hire purchase on all cars; no written enquiries until further notice. [1287

£195.—1937 Austin Nippy sports 2-seater, fitted Ford 8 engine and gear box, slab tank, twin spares, terrific performance

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [1295

LAGONDA 2-litre 12hp 4-str. tourer, unused since new hood, tonneau cover, resprayed red; £195.—Sloane 2957 before 9 a.m. Box 3911. [9427

£350.—Siddeley Special 5-litre sports saloon.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [9775

GRAND Prix Salmson 2-seater, red, original and genuine throughout, sleeved, new pistons, exceptional condition for its age, extra spare; £95.

V. W. DERRINGTON, Ltd., 159, London Rd., Kingston 5621. [8171

CHIPSTEAD MOTORS, Ltd.—See our advertisements in this column next week.—The Onslow Garage, 197, Fulham Rd., S.W.3. Tel. Flaxman 0052. [9997

1927 3-litre Sunbeam, engine recently overhauled, excellent mechanical condition, redesigned carburation; photo; £265.—336, Goldhawk Rd., W.6. Riv. 4955. [1079

O.M. 2-litre ohv supercharged 2/4-seater, very attractive lines, new tyres, hood, etc., 12 months' petrol, over 90 on the clock; £250 or very near offer.—Hampton Motors, Windsor, Berks. [9549

SINGER 12-4 engined Riley, based trials special winner four premier trophies, many opposite class and other awards; nearest £165.—Bailey, Claremont Drive, West Timperley, Cheshire. [1045

FRAZER NASH 1931, 450 Meadows engine, new clutch, side screens, battery, plugs, cyl. block, pistons, con rods, valve, rockers, etc., terrific acceleration and performance; £270.—Box 3910. [9425

DELLOW sports, tubular hiduminium chassis, October 1948, completely equipped for road or competition, hood, tonneau cover, three spares, etc.; taxed for year, mileage under 5,000; £425.—Sleeman's Motors, Perry Barr, Birmingham. Birchfields 5294. [1098

£98.—Ulster Austin, really excellent condition and appearance, fitted with door for passenger, pressure-fed crankshaft, outside exhaust, taxed.—79a, Bromley Common, Kent. (Saturday morning.) [1070

125 m.p.h. Alta sports 2-seater, certain club race winner (standing kilometre 29.45 seconds at Essex Motor Club speed trials last Sunday, March 26, subject to official confirmation), also 130 m.p.h. Veritas and numerous other really fast sports cars.

ANTHONY CROOK MOTORS, Town End, Caterham Hill, Surrey. Tel. 466. [8506

S.S. Jaguar 100 2½-litre, 1937, recent competition refit, front end, exhaust, ignition, carburettors, clutch relined, new battery, hood and tonneau, fitted double shockers, Lurax and Hartfords P.100s, well shod, respayed black, offers around £360.—Box 3970. [9540

SPORTS CARS

LAGONDA 2-litre 12hp 4-seater tourer, 1927, unused since new hood, tonneau cover resprayed red; £195. Sloane 2957 before 9 a.m.—Box 3896. [9410

325 gns.—Bentley 1928 series (reg Oct., 1935) Red Label 3-litre short chassis Speed model sports 4-seater, British racing green, leather upholstery, tonneau cover, Bosch horn, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

£375.—Hotchkiss 3½-litre super sports foursome coupe, beautiful condition throughout; £175, 1934 Wolseley Hornet E.W. special foursome coupe, oversize wheels and tyres, exceptional condition; £135, Wolseley Hornet E.W. special open sports 4-seater; £105, Austin 7 open 4-seater, very nice condition and good hood, etc.; £95, Morris 8 special sports 2-seater; £75, Riley 9 open 4-seater tourer

SEE also under Alvis.

ALTON GARAGE, the Alvis People, 17, Brook Mews North, Craven Rd., Paddington 3952, 4710. [1034

Sports Cars Wanted

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0987

CHARACTER CARS

URGENTLY require to purchase vintage sports cars. Please send details and photograph to the address below for immediate attention; distance immaterial.

CHARACTER CARS, 124-126, Haydons Rd., Wimbledon, S.W.19. Liberty 6285-6. [9149

PERFORMANCE CARS buy sports cars and nothing else.—Daleham Mews, N.W.3. Hampstead 8707. [1239

Sports Cars Spares and Service

AUTOMENDERS are enthusiastic repairers, tuners and modifiers.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0755

S.S.

195 gns.—S.S.I., 1935, 16hp Airline sports saloon, black, sliding head, blue leather, 2 spare wheels, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1252

SS Airline super sports 2½-litre 4-seater 2-door sunshine saloon 1935, in most exceptional mech. condition and very superior appearance and definitely as per maker's original specification when new, not run on the road since thorough reconditioning, crankshaft reground, all bearings renewed, new pistons, cylinders rebored, a really superior car in every way, most economical, very fast, and a pleasure to drive, black original beautiful finish, chrome perfect, red leather interior like new, unworn tyres, polished fillets, original pile carpets, 500 miles trial and delivery arranged, also photo to genuine enquirer; an honest car genuine bargain, £225.—1, Bentley Rd., Manchester, 21. Tel. Charlton 1288. [1041

S.S. Cars Wanted

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0988

CASH immediately for good S.S.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1120

STANDARD 8

PALMERS MOTORS, Ltd., offer:—

1939 Standard 8 tourer, excellent condition; £295; exchange and deferred terms.—53, York St., Twickenham. Popesgrove 1890/7087. [1215

STANDARD 8 1947 black saloon, under 9,000, excellent condition; £480.—Box 3968. [9597

1946 Standard 8 tourer, grey, low mileage, in perfect condition throughout, £365; trade enquiries welcomed.

H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. [9780

1948 Standard 8hp open 4-seater, low mileage, first class condition; £475.—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury, N.W.9. [9830

1939 Standard 8 open 4-seater, very good condition; £260 (see page 32).—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [9621

1947 8hp saloon, excellent condition, any examination or trial, taxed; £435.—R. S. Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [9716

WALTER SCOTT, Ltd.—1948 Standard 8 tourer, black, 13,000 miles; one owner; as new; £465.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. [9788

1946 (June) Standard 8 de luxe saloon, beige, fawn upholstery, sliding roof, low mileage, taxed year, one owner, in perfect condition, 3 months' guarantee; £455; terms exchanges.

GEE CARS, Ltd., 60, Queenstown Rd., S.W.8. Tel. Macaulay 3363. [7846

1946 Standard 8 de luxe saloon, grey, blue leather carefully used, superb condition, practically equal new car; £435.—Ring Hatch End 750, or write 72, Sylvia Ave., Hatch End, Middx. [1080

275 gns.—Standard 8, 1939, de luxe saloon, black, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1253

STANDARD 10

G. P. (BALHAM), Ltd., offer:—

145 gns.—1935 Standard 10 4-door saloon, excellent condition, any trial.

G. P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. [1000

STANDARD 10hp de luxe saloon, 1936/7 model, grey, taxed year, good condition; £225.—Welham's, Surbiton Hill Rd., Surbiton, Elmbridge 1873. [0395

1937 Standard 10 saloon, grey, in very good condition throughout; £260.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [1223

STANDARD 12

169 gns.—1937 Standard heavy 12 saloon, good condition.—Below.

269 gns.—1938 Standard 12 saloon, excellent condition.—Autoships, Balham High Rd., Balham 1509. [9832

1938 Flying Standard 12, black, mechanically perfect, exterior remarkably good; £325.—Hillside 2118. [9413

STANDARD 12

J. DAVY offers:—

1948 (model) Standard 12 drop head coupe, black with fawn leather upholstery, one owner, superb condition, moderate mileage; £725.
J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [4068

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

1939 Standard 12 de luxe sun saloon, l.f.s., black with brown hide upholstery, reconditioned throughout, showroom condition; £450.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1651. [3963

GATEHOUSE offer 1948 Standard 12 saloon, as new; £775.
GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [8944

1938 Standard 12 saloon, black, excellent condition throughout, an ideal family car; £325.
M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [9007

STANDARD 12, 1939, excellent condition; £425; one owner.—Weeden, 26, Queen's Ave., N.10. Tudor 1224. [9415

1939 Standard 12 de luxe saloon, black with green leather; attractive condition; only £325.—65, Clifden Rd., E.5. [9530

£365.—Standard 12 drop head coupe 1938, good hood, original cellulose, really excellent performance; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, Park 5066/7; open Mon. to Sat. 9-6 (50 yards Holland Park Tube). [9461

1937 Standard Flying 12 de luxe saloon, guaranteed; £200; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [1219

1937 Standard Flying 12 saloon. A really good car.—Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [9170

STANDARD Little 12, 1933, year's petrol, taxed, good runner, tyres and condition, overhauled; nearest £100.—Flt./Lt. Birdling, R.A.F., Waterbeach, Cambridge [1042

1939 Standard 12hp saloon, blue, blue leather, new tyres, one owner, an exceptional car; £395.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [8017

1948 Standard 12 d.h. coupe, chauffeur driven, 17,000 miles, immaculate condition; £750 or near offer; no dealers.—Masson, 2, Cambridge Park, E.11. Wanstead 0585. [9413

1947 Standard 12hp saloon, black with brown leather upholstery, low mileage, very fine condition; £675.—Steele Grimth, Camberwell Green, S.E.5. Rodney 2201-6. [9961

1937 Standard 12 saloon de luxe, finished in blue with blue leather upholstery, completely respayed, £295; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [1501

1939 Flying Standard 12 (registered Dec., '38), drop head coupe, grey, very good order, lively performance; can be seen and tried by arrangement.—Write, stating offer, A. Duncan Millar, Remony, Aberfeldy, Perthshire. [9471

STANDARD 14

BASIL ROY.

1947 Standard 14hp saloon, black, leather upholstery, very nice condition; £695.—161, Great Portland St., W.1. Langham 7733. [9606

ROUNDABOUT offer:—

1948 Standard 14hp saloon, 11,000 miles, one owner; £795.
ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [9682

STARNES MOTORS offer:—

£675.—14hp 1947 (May) Standard drop head coupe, black with green leather, 17,000 miles, excellent order and condition.

£765.—14hp 1948 Standard saloon, grey with blue leather, fitted Radiomobile, loose covers, spot lamp, 17,000 miles, immaculate.
STARNES MOTORS.—Standard sales and service specialists, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [9567

H. A. SAUNDERS, Ltd., offer:—

1948 Standard 14 saloon, black/green, radio, heater, 8,000 miles; £825.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [1031

1947 Standard 14 drop head foursome coupe, black, red leather; £745.
GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [9762

1947 Standard 14 saloon, black with red leather, genuine 10,000 miles, one owner; £750.
KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon. Springpark 3477-8. [9599

1948 Standard 14hp de luxe saloon, black with red leather, one owner, small mileage, as new, guaranteed; £825.
W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [1007

1948 Standard 14hp saloon, black, brown hide upholstery, 4,400 miles, radio, absolutely indistinguishable from new; £820.
JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [1167

CASS'S MOTOR MART.—1939 Standard 14 touring saloon, black, just fitted factory engine, written guarantee.—5, Warren St., W.1. Euston 4110. [5017

1948 (August) Standard 14 saloon, grey/red leather, one owner, 13,000 miles; £765.—G. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [7863

1948 Standard 14 saloon, black, one owner; £750. —Apply in first instance to Iron Bridge Service Depot, Southall 2355, who will demonstrate on owner's behalf. [9978

1939 Standard 14, immaculate condition throughout, one owner car from new; £385.—Colindale Service Station, 155, 157 and 159, Edgware Rd., N.W.9. Tel. Colindale 6122. [9658

STANDARD VANGUARD

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

STANDARD Vanguard saloon, colour bronze, brown leather, complete with radio, first registered March, 1949, mileage 9,900; £995.
WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [6500

STARNES MOTORS offer:—

£895.—Standard Vanguard saloon, just out of covenant, green with green leather and car heater.
STARNES MOTORS, Standard car sales and service specialists, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [1332

PHILIP RICKARDS, Ltd., offer:—

1949 Standard Vanguard, grey, 9,900 miles, radio, heater, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772/3. [9730

WARWICK WRIGHT, Ltd., offer:—

1949 Standard Vanguard saloon, steel grey, grey leather, 7,000 miles; £1,025.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9686

1949 Vanguard, 8,000 miles, green, radio, heater, immaculate; £945.
HARVEY HUDSON & Co., Ltd., 45, High Rd., South Woodford, E.18. (Wanstead 0056-7-8.) [9443

1949 Standard Vanguard, 10,000 miles, radio, leather, careful owner; £925.—Bartlett, 27a, Pembridge Villas, W.11. [9935

1949 Standard Vanguard, fitted radio, taxed year, small mileage; £975.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [5497

1949 (April) Standard Vanguard, 11,000 miles, radio, grey, with red cloth upholstery, first-class condition; £885.—Corbitt & Taylor, 22, Connaught Mews, W.2. Amb. 6049. [8047

1949 Vanguard, metallic grey, grey leather, taxed year, tyres scarcely marked, faultless throughout, one owner; £950.—Tice & Son, Ltd., Wimborne Rd., Bournemouth. Winton 2000. [1073

1949 Vanguard saloon, 4,250 miles, metallic green/red, cloth upholstery, H.M.V. radio, heater, quite faultless; £995.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [9753

1949 Standard Vanguard, grey with grey leather upholstery, radio, heater, 9,000 miles, serviced throughout by district agents, inspection of accounts and any trial invited.—Mr. A. W. Quinton, 1, Cantelupe Rd., Bexhill-on-Sea, Sussex. [1321

STANDARD MISCELLANEOUS

CAR MART, Ltd.

STANDARD 14, 1948 saloon, 5,000 miles; £850.

STANDARD 14, 1947 saloon, 16,000 miles; £715.

STANDARD Vanguard 1948, saloon, radio and heater, 6 months' guarantee.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [9807

CARS AUTO SALES, Ltd., Croydon-Purley area distributors, always have low-mileage Standard and Triumph cars available.—Croydon 6088. [0052

£170.—Standard Avon special coupe, very good condition, smart appearance, taxed year, any test, owner bought larger car.—7, Radcliffe Rd, Croydon 1503. [1068

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—498, King's Rd., S.W.3. Tel. Flax. 4801-3.

CAMDEN MOTORS.—Standard 8hp saloon, 1946-7, full de luxe model with real leather upholstery, very lively motor and a most economical little car, with handsome coachwork; has had careful and very moderate use; £455.

CAMDEN MOTORS.—Standard 8hp Flying saloon, 1938, attractive example, very modern appearance, high quality leather upholstery, good performance; £515.

CAMDEN MOTORS.—Standard 10hp Flying saloon, 1939, very well maintained appearance, cellulose sparkles, interior leather practically unmarked, a most desirable car at £595.

CAMDEN MOTORS.—Standard 10hp Flying saloon, 1937, very nice runner, sound chassis and excellent tyres; opportunity at £245.

CAMDEN MOTORS.—Standard 12hp saloon, 1937, with 14hp body, quite a scarce model, splendid appearance and a full 5-seater combining extreme comfort with performance; £275.

CAMDEN MOTORS.—Standard 14hp saloon, 1939, looks identical to post-war model, upholstered in plain unpleated hide, with modern instruments, latest type all-steel wheels, beautifully finished in dark blue with sparkling chrome accessories, magnificent mechanically; £445.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Easy and confidential hire purchase. Part exchanges. Immediate drive-away facilities or free delivery anywhere in the United Kingdom. [1164

Standard Cars Wanted

CM THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434. [0973

RS ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990

I REQUIRE post-war Standard urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [1335

CASH immediately for good Standard.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1121

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181

CASH buyers of low-mileage Standard 12s, 14s, Vanguards; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0801

Standard Cars Wanted

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond.; cash or exchange.—Tel. Gla. 2480. [0431

URGENTLY wanted, good condition Standard cars.—Brown's Garage, 3 minutes Loughton Tube Station, 190, High Rd., Loughton, Essex. Loughton 4119. [2757

Standard Spares and Service

S & T SERVICE and spares for all models.

MANUFACTURERS' largest stockist in Britain of Standard and Triumph spares and service exchange assemblies.

STANDARD & TRIUMPH SALES, Ltd., London Distributors, Junction Boundary Road and Abbey Road, St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0166

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0301

STANDARD and Triumph spares, sales and service.—R. Martin, Standard House, Highgate Village, N.6. Mountview 5413. [0408

ALBERT FARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Manningham Lane, Bradford. Tel 28827-8. [0216

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kelross Garage, Highbury Gardens, N.5. Canonbury 6190. [0294

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464) and Prince's Drive, Colwyn Bay (Tel. 3322). [0359

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475

BROCKHURST GARAGE.—Harrow agents for Standard Triumph; sales service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911); full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286

STANDARD spares, large stocks.—Post your enquiries to Northdown Motor Co., Northdown Rd., Margate, distributors of Standard Vanguard and Triumph cars for Isle of Thanet. Tel. Margate 1182. [7918

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stocks of spares for all models, the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Ray. 3456-7-8-9. [0367

HALLS (Finchley), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Girling-Bendix stockists.—Arcadia Av., Finchley, N.3. Finchley 5908-9. [0002

STUDEBAKER

CONTINENTAL CARS, Ltd.

1937 Studebaker 4-dr. saloon, 26hp, one owner, £130 overhaul, taxed; £345.
PORTSMOUTH Road, Send, Surrey. Tel. Ripley 3122/3. [9455

£10 tax.—Studebaker President, 1940, first reg. 1947, overdrive, heater, etc., perfect order, proprietor's own car; offers near £425.
TUCK, Speedway Service Station, Weston-super-Mare, Som. Tel. 3506. [9483

STUDEBAKER President, splendid cond., mileage 20,400, steering column gear-change, fitted heater, air conditioning, radio, new battery; £550 or near.—Box 3969. [9533

1949 Studebaker Landcruiser saloon, full de luxe equipment, low mileage, immaculate condition; £2,175.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [2329

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker. Wembley 3903. [8007

SUNBEAM

1935 Sunbeam Dawn 12.8hp 6-light saloon, 55,000 miles, recently rebored and overhauled, very good condition; £175.—Mann, 39, Albany Drive, Herne Bay. Tel. 1678. [1100

SUNBEAM-TALBOT

CAR MART, Ltd.

SUNBEAM-TALBOT 90, 1948 sports saloon, 5,000 miles; £1,285.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [9606

DICKS CAR SALES offer:—

1940 Sunbeam-Talbot 2-litre saloon, really immaculate order; £525.
DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [9937

WARWICK WRIGHT, Ltd., offer:—

1949 Sunbeam-Talbot 80 saloon, silver green, buff leather, 8,000 miles; £1,225.
1949 Sunbeam-Talbot 90 saloon, black, buff leather, 1,000 miles; £1,350.
1949 Sunbeam-Talbot 90 saloon, steel grey, grey leather, 7,000 miles; £1,325.
1949 Sunbeam-Talbot 90 saloon, left-hand drive, grey, 7,000 miles; £1,139.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9867

MCKINNON MOTORS, Ltd., offer:—

1949 April, Sunbeam-Talbot 90 sports saloon, silver green, beige leather throughout, one owner, 10,000 miles, taxed June 30, exquisite condition; £1,175; confidential extended terms; six months' guarantee.
MCKINNON'S, "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [9561

GUY SALMON AUTOMOBILES offer:—

1949 Sunbeam-Talbot 90, 14,000 miles, carefully maintained; £1,195. — Portsmouth Rd., Thames Ditton. Emberbrook 4343. [9092

1949 Sunbeam-Talbot 80 saloon, gunmetal grey, grey leather, 4,500 miles; £1,150.—Francis, The Paddocks, East Cliff, Chepstow. [1138

SUNBEAM-TALBOT

£1190.—Sunbeam-Talbot 90, satin bronze, 1949 model, wireless fitted.—N.E.M. & M.S., Ltd., North End Rd., Erith. Tel. Erith 3000. [9828

GORDON CARS (LONDON), Ltd.—1946 Sunbeam-Talbot 10 sports tourer, black, 12,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [9864

983 miles.—A 1947 2-litre Sunbeam-Talbot 4-seater sports touring car, in every way equal to new.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [8834

1949 Type 90 saloon, finished bronze, red hide upholstery, 8,000 miles, fitted radio, one owner; £1,245.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [9754

1948 Sunbeam-Talbot 10 touring car, one owner, gunmetal finish, mileage 19,000, immaculate condition; £795 or near offer.—Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [9971

£435.—1938-9 series 3-litre Sunbeam-Talbot sports saloon, superb mechanically and in beautiful condition throughout.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [8816

Sunbeam-Talbot Cars Wanted

ROOTES, Ltd., DISTRIBUTORS, REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [1136

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Sunbeam-Talbot cars.—56, Bayswater Rd., W.2. Paddington 1820. [9521

CRIPPS, of Nottingham, urgently require all recent models, Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 44558. [0462

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

CAMDEN MOTORS require to purchase Sunbeam-Talbot saloons and drop heads of all horse-powers in good clean condition 1938-40 and post-war; write call or 'phone stating price required.

CAMDEN MOTORS, Ltd., the best Sunbeam-Talbot buyers, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [7923

Sunbeam-Talbot Spares and Service

ARMITAGE MOTORS (WESTMINSTER), 213-219 Broadway, Wimbledon and Wilton Mews, S.W.1. Liberty 4590. [6874

TALBOT

ALLAN TAYLOR MOTORS, Ltd., offer:—

1933 Talbot 21hp.; £195.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 6431. [9262

1938 Talbot sports saloon, almost new, black, brown hide, chromed discs; £385.

MAGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18. Batt. 5573. [9592

TALBOT 18 d.h. coupe, 1935, thoroughly reconditioned; best offer over £160.—Fla 9854 or Ken. 2429 after 6. [9572

TALBOT 105 saloon, preselector, new tyres and batteries, beautiful car in exceptionally good order; first registered 1933, laid up for war; £240; seen at Lee Motors, Trinity Street, Dorchester, Dorset. [9536

1936 105 Talbot Speed sports saloon, maintained and kept in absolutely 100% condition by ourselves, a most exceptional example of this model; £695.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [8835

325 gns.—Talbot 10, 1938 model, foursome drop head coupe, black, blue leather, wheel discs, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1254

WALTER SCOTT, Ltd.—1937 (May) Talbot Speed 105 saloon, black, beige hide, 33,000 miles only, syn-chromesh, Andre telecontrols, and many other extras, looks and runs as new; £595.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. [9793

£285.—Talbot 10hp 4-seater open tourer, first registered November, 1936, green, laid-up many years, 2 owners, genuine 33,000 miles, original finish, carefully maintained, hood torn, taxed year, very attractive and economical car in good mechanical condition throughout; owner taking delivery new car.—17, Earls Terrace, W.8. Western 0354. [1049

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991

TALBOT (1935) "75 Special" saloon; details, etc.—O'Connor, 27, Thackerays Lane, Nottingham. [1315

CASH immediately for good Talbot.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1122

TRIUMPH

1949 Triumph 2000 coupe, negligible mileage.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [9936

TRIUMPH

BASIL ROY.

1949 Triumph 2000 Roadster, one owner, new condition; £995.—161, Great Portland St., W.1. Langham 7733. [9605

J. DAVY offers:—

APRIL, 1948, Triumph Roadster, black with beige hide upholstery, Clayton heater, many other extras; £925.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [2635

NEWNHAMS, Ltd.

1949 2000 Roadster, grey with blue; low mileage.

1946 1800 razor-edge saloon; black with fawn; one owner; carefully used.

1939 14-60hp Dolomite drop head coupe; black with fawn; fitted radio; exceptional car.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [8031

CARR BROS. offer:—

1948 Triumph 1800 saloon, very carefully maintained, immaculate, black cellulose, interior unmarked and luxuriously appointed, a beautiful car; £950.—High St., Purley. Upl. 4812. [1022

CYRIL SHEPPARD offers:—

1949 Triumph 2000 Roadster, grey, 9,000 miles; £965.

BASINGSTOKE Rd., Riseley, Berks. Reading 83147. [1285

TOM GARNER, Ltd., offer:—

1949 Triumph 1800 razor-edge saloon, gunmetal with grey leather, 8,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6 [9510

WANSTEAD MOTORS, Ltd., offer:—

1949 Triumph Roadster, grey, 4,000 miles; £1,050.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [8931

McKINNON MOTORS, Ltd., offer:—

1948 (Oct.) Triumph 1800 Roadster, grey, blue leather, 5,200 miles only, ex-works condition, £975; confidential extended terms, six month's guarantee.

McKINNON'S, "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1905. Tel. Wallington 3404. [9451

WARWICK WRIGHT, Ltd., offer:—

1949 Triumph 2000 Roadster, champagne, brick red leather, 4,000 miles; £1,097.

1948 Triumph 1800 R.E. saloon, black, brown leather, 10,000 miles; £1,125.

1948 Triumph 1800 R.E. saloon, gunmetal grey, grey leather, 7,000 miles; £1,175.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9888

ALLAN TAYLOR MOTORS, Ltd., offer:—

1936 Triumph Gloria drop head coupe; £275.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 6431. [9263

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Triumph Roadster, nominal mileage, excellent condition; £875.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [5194

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

TRIUMPH 16hp Vitesse sports saloon, first registered 1939, black with green hide interior, excellent condition throughout; £595.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1651.

1949 Triumph 2000 Roadster, 5,000 miles, black, as new; £1,075.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [9763

TRIUMPH 2-litre Roadster (Feb.) 1949, one owner, genuine 2,000 miles, finished in bronze.

CLAYBOURN'S "The Car People," Hallgate, Doncaster. Tel. Doncaster 3414. [1339

1949 Triumph 2000 2-seater, grey, radio, mileage 1,500, £995; trade enquiries welcomed.

H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. [9779

1948 Triumph 1800 Roadster, black with fawn upholstery, genuine 8,000 miles, as new; £895.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [6485

1949 Triumph razor-edge saloon, steel grey, fitted radio and heater, mileage 14,000; price £1,000.

HOLLOWAY COACH & MOTOR WORKS, Henley Rd., Caversham, Reading. Tel. Reading 71793. [1282

1949 Triumph Roadster, 4,000 miles, in steel grey and blue leather upholstery with heater; price £895.

OFFERED by Clarke's of Pirbright, Surrey. Tel. Brookwood 2201-2202. [9449

£250.—1936 Triumph 2-litre Vitesse open 4-seater, excellent hood, all-weather equipment, tyres, etc.

BRIAN FINGLASS, Bugatti Sales & Services, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6 Tulse Hill 4755. [1226

1938 Triumph Dolomite 14 saloon, radio, guaranteed; £325; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro 1319. [9909

1949 Triumph Roadster 2000 model, 5,700 miles, as new; £1,035.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [8801

TRIUMPH 14hp, first registered 1940, Dolomite engine, low 2-seated body, special experimental car, and had little use; first-class mechanical condition; £375.

WILL SHORT, Ltd., 2-4, St. Cross Rd., Winchester (Tel. 2398). [1341

1949 (January) Triumph 2000 Roadster, finished mistletoe green and chromium with green leather, 6,000 miles only, absolutely spotless; offered with written guarantee, 995gns; exchanges, terms.—H. F. Edwards, 28, Upper High St., Epsom, 9400. [1114

TRIUMPH

CASS'S MOTOR MART.—1948 (July) Triumph Roadster, black, 16,000 miles, superb order; £865, written guarantee.—5, Warren St., W.1. Euston 4110. [6530

GORDON CARS (LONDON), Ltd.—1948 Triumph razor-edge saloon, black/fawn, new condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [9865

1949 Triumph Roadster, 2,000, expertly serviced every week, very low mileage, as new in every way; private; £1,025.—Elliott. Tel. Pinner 5070. [9541

260 gns.—1937 Triumph 14hp saloon, very attractive, excellent chassis; exchanges and hire purchase.—Taylor, 37, Elvaston Place, S.W.7. Western 0489. [9905

1940 Triumph Dolomite 2-litre, beautiful four-some drop head coupe by Salmon, Philco radio and many extras, superb condition throughout; £525.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362. [8509

ROSE & YOUNG, Ltd., offer 1938 Triumph Dolomite 14/60 drop head coupe; £395.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [9926

1949 Triumph saloon, condition as new, large demister heater, under 13,000 miles, tubular chassis, leather upholstery; £1,025.—Bartholomew, Queen Anne Mews, Chandos St., W.1. Langham 2253. [1046

TANKARD & SMITH, Ltd., offer 1948 Triumph Roadster, in polychromatic silver with beige leather, genuine 19,000 miles only, beautiful condition; £910; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3. [9500

825 gns.—Triumph 1800, June, 1948, Roadster, gunmetal, blue leather, heater, twin Wind-tone horns, good tyres, one careful owner, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1255

£445.—Triumph Dolomite 14hp sportman's saloon, 1938/9, finished black, with brown upholstery, in mechanical condition much above the average for its year, giving a very satisfying performance, high average cruising speed, superb road holding, and extremely good value at the price.—See below.

£825.—Triumph 1800 razor-edged saloon, 1947 model, very attractively finished in black, with virtually unmarked fawn hide upholstery; scrupulously maintained and serviced since new, moderate use only; fitted H.M.V. push-button radiomobile, and in every way a most desirable car.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds., Tel. 2381 and 3115.—Easy and confidential hire purchase; part exchanges; immediate drive-away facilities, or free delivery anywhere in the United Kingdom. [1195

Triumph Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212. [0974

I REQUIRE post-war Triumph urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [1336

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0992

CASH immediately for good Triumph.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1123

MARSTON MOTOR Co., Ltd., for your Triumph. Tel. Sta 8000. Seven Sisters Rd., Tottenham, N.15. [0162

CASH buyers of low-mileage 1½-litre, 1800 and 2000 Triumphs; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0804

WANTED, Triumph 10 to 14hp sports roadster, around £325 for 1939 model.—Letters to "Maranoa," Kitt Katts Rd., Canvey Island, Essex. [1084

Triumph Spares and Service

S & T SERVICE and spares for all models.

MANUFACTURERS' largest stockist in Britain of Standard and Triumph spares and service exchange assemblies.

STANDARD & TRIUMPH SALES, Ltd., London Distributors, Junction Boundary Road and Abbey Road, St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0397

NEWNHAMS, Ltd.

TRIUMPH specialists; service and spares for all models including Dolomite type radiator grills.—Newnham House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646. [1539

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733.

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355

RESTORE power, performance and improve petrol consumption by replacing your worn camshaft; new camshafts available for all ohv models.—S. A. Coins, Ltd., 364-368, High Rd., Leyton, E.10. [0542

UTILITY CARS

CYRIL SHEPPARD offers:—

1948 Morris 12 Martin Walter utilicon, as new; £625.

BASINGSTOKE Rd., Riseley, Berks. Reading 83147. [1284

HAROLD RADFORD & Co., Ltd.

1937 (August) 27hp Chevrolet 4-door shooting brake, in natural wood grain, one owner, mileage 38,000, carefully maintained.

1927 20hp Rolls-Royce shooting brake, finished in fawn and natural wood grain, bench type seats in front and rear, dropping tailboard.

HAROLD RADFORD & Co., Ltd., specialists in redesigning and building wooden metal-panelled shooting brakes or all-metal Farmality dual-purpose van bodies, etc.; selection in stock for immediate delivery; tel or call for full details.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Ken. 6642 [8933

UTILITY CARS

ROWLAND SMITH for utility cars.

795 gns.—Alvis 14, March, 1948, utility, 4-door coachbuilt natural timber body, Birch grey wings and bonnet, red leather upholstery, glass all round, drop tail-board, one owner, small mileage, practically new condition; terms, exchanges.—Rowland Smith, below:—

295 gns.—Ford V.8, June, 1938, 30hp, model 81A, fitted 4-door 8-seater timber utility body, sliding glass windows, removable rear seating, drop tail-board, good tyres, excellent condition; terms, exchanges. —Rowland Smith, below:—

125 gns.—Lanchester 10, 1935 5/6-seater Utility van, wood framed body, glass all round, removable rear seating; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1257

1939 Austin 12 4-5-seater utility shooting brake.

1940 Ford 8 4-5-seater; many others; write for list.

JACK STONE & SON, 221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054/5, 2276/7. [8050

1946 Armstrong 16 utility, wood body; £695.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [8771

CHARLES FOLLETT, Ltd., sole distributors London and Home Counties, offer:—

1949 Lea-Francis utility, 10,000 miles, one owner, heater, carefully maintained, a very smart and useful vehicle; £895.

LEA-FRANCIS utility, new but shop-soiled, original price £1,201; offered at £1,125.

18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station; 12, Wellesley Ave., W.6. Riv. 1413. [9736

£350.—1947 (reg.) Hillman 10hp Utility, excellent runner, in sound condition, taxed, new tyres.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [1291

1949 series Jowett-Bradford de luxe Utility, low mileage, immaculate.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [9634

1949 Series Bradford utility, grey, one owner, low mileage, inspection invited; £435.—Hutcheon, 12, Thirlstone Rd., Luton, Beds. [1063

1948 Bradford de luxe utility, 9,000 miles, 3 months' guarantee; £525.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Battersea 1166. [9576

V.8 fitted town and country body, convertible for use on commercial petrol in five minutes, rebuilt on £10 tax; £645.—A. B. Kelly, 137, Thornton Rd., Clapham Park, S.W.12. Tulse Hill 5457. [1195

JOWETT Bradford utility van, 1949 model, fitted side windows, clear van floor, grey/brown upholstery, 4,200 miles only, unblemished, guaranteed; £595. —Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [9756

Utility Cars Wanted

ROWLAND SMITH'S the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994

CASH buyers of low-mileage utilities; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0807

VALE

VALE Special 1933 2-seater, in perfect mechanical condition, very smart appearance, taxed, new hood, Scintilla mag., chromium plated axle, everything works; £155.—31, Cloisters Avenue, Bromley, Kent. [1071

VAUXHALL 10

1946 Vauxhall 10, in first-class condition throughout; £585.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [1202

1947 (Aug.) Vauxhall 10 saloon; £595.—Grove Motors, North Rd., Southall 3477. [8883

£345.—Vauxhall 10 1938, appearance as new, sliding roof, leather upholstery, super mechanical condition, choice of three; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, Park 5066/7; open Mon. to Sat. 9-6 (50 yards Holland Park Tube.) [9462

1940 Vauxhall 10 4-door saloon, black, brown leather, really exceptional condition, examination welcomed; £350.—Peterham Garage, Ltd., Petersham Mews, S.W.7. West 4106. [8881

£395.—1939 Vauxhall 10 de luxe saloon, the finest offered, bodywork literally new, interior excellent, whole car spotless throughout and compares with brand new model very rare example, hardly used, in magnificent condition; comprehensive 3 months' written guarantee; hire-purchase, exchanges.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [1276

VAUXHALL 12

CARR BROS. offer:—

1948 Vauxhall 12hp 14,000 miles only, immaculate, black; £685.—High St., Purley. Uplands 4812. [1023

£250 deposit secures 1948 Vauxhall 12 saloon, 9,000 miles, superb condition.

JACK STONE & SON, 221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054-5, 2276-7. [8918

£650.—1948 Vauxhall 12 saloon, 10,000 miles, as new throughout, terms and exchanges.—Below.

£150.—1936/7 Vauxhall 12 saloon, excellent running order, any trial, several other Vauxhalls in stock.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [9872

1939 model Vauxhall 12-4 de luxe saloon, exceptional condition throughout; £450.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [1169

1939 Vauxhall 12 saloon, blue, brown leather upholstery, in excellent condition throughout, 32,000 miles; £395; 3 months' written guarantee; terms, exchanges; free demonstration within 100 miles of our showrooms.—Makin & Harrison Motors, 492-6, High Rd., Chiswick. Chiswick 2619, 0558. [1272

VAUXHALL 14

1936 Vauxhall 14 tourer, excellent condition; £335. —Emery, 46, Wardo Avenue, Fulham. [1043

1935 Vauxhall 14 saloon, D type, excellent condition; £195.—49, Alton Rd., Luton, Beds. [9465

1948 Vauxhall, 22,000 miles, well maintained, excellent condition, 14hp £775 or nearest offer. —Box 3886. [9299

225 gns.—1938 Vauxhall 14 touring de luxe saloon, good condition.—Autosnips, 5, Balham High Rd., Balham 1509. [9896

1936 Vauxhall 14 saloon, in immaculate order; £225.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [2989

1938 Vauxhall 14 touring saloon, splendid condition; £345.—Bowen, Hillside Garage, Edgware. Tel. Edgware 4464-5. [8392

1946 Vauxhall 14 hp saloon, black and brown, 19,000 miles, in excellent order throughout; £675.—Haskins, Ladbroke 1155. [9681

1947 (June) Vauxhall 14 saloon, black/brown, 16,000 miles, immaculate throughout; £750. —Campbell Symonds, Arnold 2246. [1013

£735.—Vauxhall 14 de luxe saloon, black, brown leather, 15,000 miles, one owner, almost as new.—Robbins, East Putney. Tel. 4581. [9455

1939 Vauxhall 14 saloon, J Type, finished in black; one owner from new; 35,000 miles; a car which is in very good condition throughout; bargain; £395.

M.B. MOTORS, 356, New Cross Rd., London, S.E.4. Tideway 3779. [9008

1936 Vauxhall 14 Wingham 4-door cabriolet, completely open or closed; extensive repair bills included; £195.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [9609

WALTER SCOTT, Ltd.—1936 Vauxhall 14 saloon, black, excellent condition throughout, taxed; £225. —39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. [9785

1939 Vauxhall 14 saloon, black/brown leather interior, reconditioned engine; 1947 appearance and condition; £475; exchanges.—Harold Webb Motors, Ltd., 338-340, High Rd., Ilford Tel. Ilford 3151. [9686

EXCEPTIONAL offer, 14hp Vauxhall 1937, fitted attractive special body, very modern appearance, excellent condition; 8,123 miles since complete reconditioning; one owner; £545.—For trial run please Tel. Cunningham 6682. [9626

1937 Vauxhall 14 attractive 4-seater drop head by Salmons, gunmetal finish, mechanically very sound, recently thoroughly reconditioned, including engine, suspension, brakes and wheel bearings, new tyres and battery, extremely economical, A.A. or R.A.C. inspection invited; £315 or exchange for Utility vehicle.—Brandon Hall Hotel, Brandon, Nr. Coventry. Wolston 203. [1053

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

VAUXHALL Velox 1948 saloon, 5,000 miles; £925.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [9809

TOM GARNER, Ltd., offer:—

1949 Vauxhall Wyvern saloon, black with fawn cloth, 1,500 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6 [9511

1949 Vauxhall Velox saloon, 7,500 miles, as new; £845.

DALSTON MOTORS, 517, Kingsland Rd., London, E.8. Clissold 4943. [9990

1949 Wyvern, 2,200 miles, taxed, immaculate; £855.—Grundy, 187, Sandford Grove Rd., Sheffield. [1086

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2 Paddington 0022 (12 lines). Vauxhall main dealers.

1949 Velox, grey, 10,000 miles, leather upholstery, first-class condition throughout.

1948 12hp, blue cloth upholstery, reconditioned engine, excellent mechanically new tyres.

1948 12hp, black, cloth upholstery, exceptionally clean throughout.

1937 25hp saloon in really outstanding condition, reconditioned engine, body work perfect.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars including latest models. [9660

VELOX, Nov., 1948, over £60 extras, including Fram, radio, heater, twin fog lamps, tyres excellent; £865. —21, Riggindale Rd., S.W.16. Streatham 3478. [9473

7000 miles.—1948 (March) Vauxhall Velox saloon, black, heater.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [9614

1949 Vauxhall Wyvern saloon, 2,700 miles, black, beige leather, one owner, in original condition throughout; £875.—Odeon Motors, Ltd., Barnet 4100. [9951

1949 (Dec. 29, 1948) Vauxhall Wyvern sal., 8,000 miles, black, brown leather, ex. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [9493

1949 Wyvern saloon, 5,500 miles, black/fawn upholstery, quite faultless; £865.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [9755

1949 (March) Vauxhall Velox saloon, grey, brown leather, 9,000 miles, really well kept and serviced; £885; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays. 4274. [9819

VAUXHALL 25

SIMPSON'S MOTORS offer:—

1940 Vauxhall 25 limousine 7-seater, as new; £850.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [9112

£250.—1938 Vauxhall 25 de luxe saloon, exceptional condition, reconditioned engine and brakes relined, nearly new tyres.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [8815

VAUXHALL 27

1936 27hp Vauxhall 7-seater with division, reconditioned engine, all tyres new, mechanically perfect, very clean car; £365; terms, exchanges.—The Lynch Garage, opp. G.P.O., Uxbridge, Middx. Tel. 122. [9081

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

114, Wardour St., W.1. Gerrard 4363. [0017

BRAY MOTORS offer:—

£365.—1939 (registered 1940) Vauxhall 10 de luxe saloon, clean condition, faultless runner, good tyres.—Below.

£299.—1938 Vauxhall 12 de luxe saloon, silver grey, blue leather, faultless chassis, new tyres, clean condition.—Below.

£145.—1934 Vauxhall 14 foursome drop head coupe, special offer.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [1293

1946 Vauxhall 12 saloon, one owner, excellent condition; £565; also

1949 Vauxhall Velox saloon, 4-door, small mileage; £875.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [9764

CAMDEN MOTORS.—Vauxhall 10hp saloon, 1938, finished maroon with brown leather upholstery, very economical; £365.

CAMDEN MOTORS.—Vauxhall 14hp saloon, 1937, in very good order for the year, splendid runner; £225.

CAMDEN MOTORS.—Vauxhall 14hp J-type saloon, 1939, most desirable car, nicely finished, black with brown leather, first-class performance; £465.

CAMDEN MOTORS.—Vauxhall 14hp saloon de luxe, 1946-7, one owner only since new, very moderate mileage, immaculate; £745.

CAMDEN MOTORS.—Vauxhall 14hp saloon de luxe, 1947, fitted radio and other extras, has had very little use; £775.

CAMDEN MOTORS.—Vauxhall; all the above cars are fully guaranteed in writing.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Easy and confidential hire purchase. Part exchanges. Immediate drive-away facilities or free delivery anywhere in the United Kingdom. [1161

VAUXHALL and other makes of used cars in good condition, let us know your requirements.—Tel. Uxbridge 737. Gregory's of Uxbridge. [0039

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887) always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0283

Vauxhall Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0973

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

114, Wardour St., W.1. Gerrard 4363. [0018

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994

I REQUIRE post-war Vauxhall urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [1337

SIMPSON'S MOTORS (WEMBLEY), Ltd. wish to purchase all models Vauxhall. Wembley 3903. [8008

ALMOST new saloon, 12/18hp, required by Angior, 140, Golders Green Rd., London, N.W.11. [0533

VAUXHALL wanted, J type 1939-48.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [9663

BROADWAY MOTOR Co. require good second-hand cars of all makes.—3-13, Russell Rd., Wimbledon. Liberty 2494. [0493

CASH buyers of low-mileage Wyvern and Velox Vauxhalls; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0805

7-SEATERS private Limousines required, cash waiting. —Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [9633

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Frobisher 0063 0929. [0479

HAMILTON MOTORS (LDN.), Ltd., Vauxhall main dealers, urgently require Vauxhalls of all types.—466-490, Edgware Rd., London, W.2. Call, write or 'phone Paddington 0022. [0699

CAMDEN MOTORS require to purchase Vauxhall 10s, 1938-40 and post-war; also Vauxhall 14s, J type models, 1939-40, in good clean condition; write, call or 'phone, stating price required.

CAMDEN MOTORS, Ltd., the best Vauxhall buyers, Lake St., Leighton Buzzard Beds. Tel. 2381 and 3115. [7924

Vauxhall Spares and Service

BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEARBOXES, differential units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494/5/6. Stores: Liberty 6368. Grams' Autospare Wimble. London. [0633

CAC exchange service.

ALL rebuilt Vauxhall/Bedford assemblies exchanged at manufacturers' flat rate repair charges.

COMPLETELY rebuilt and tested Vauxhall/Bedford electrical components, dynamos, starters, distributors, etc., exchange at 50% manufacturers' list price. —Croydon Automobile Co., Ltd., main dealers for all repairs to your Vauxhall or Bedford. Bedford House, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0905

FOR Vauxhall mudguards, running boards, 1933-9.—Brooks, 85, Queens Rd., Brighton. [0361

Vauxhall Spares and Service

EGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham By-Pass, Egham 131. [0196

TORSION bars available for Vauxhall 10, 12, 14 and 25; stock deliveries, first-class production.

SUSPENSION units, exchange or outright sale, immediate deliveries; our reconditioned units are complete with king pins and include shock absorber overhaul, 3 months' guarantee, available for 10, 12 and 14hp DX and J types.

PRACTICALLY all parts for Vauxhall 10, 12, 14 and 25hp cars available, if in difficulty your enquiries invited.

SPRINGS, immediate delivery, suitable for 10, 12 and 14hp Vauxhalls, all models, brand new, just received from factory.

TRIANON, Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. [0137

BROMLEY & District.—Consult Davis & Hill, Ltd., the local Vauxhall and Bedford spares and service specialists.—Bromley Common, Ravensbourne 2634. [0440

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137/149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0393

VETERAN CARS

RENAULT, Phœnix, Minerva, Brennabor, Cadillac, etc., for sale.

WELHAMS, Veteran Car Specialists, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [0201

VINTAGE CARS

325 gns.—Bentley 1928 series (reg. Oct., 1935) Red Label 3-litre short chassis Speed model sports 4-seater, British racing green, leather upholstery, tonneau cover, Bosch horn, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1259

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361.—Sole distributors for Great Britain. Sales, service and spares. [0373

WILLYS

WILLYS Overland 16-4 cyl. streamlined coupe, 1946 type, 25 mpg, £10 tax; £450.—Monckton Motors, 334, Hollenhurst Rd., Bournemouth. Tel. Boscombe 33846. [1060

WOLSELEY

EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer their facilities when selling used cars.

1949 Wolseley 4-50 saloon, black, grey leather upholstery, 8,000 miles, in immaculate condition.

1948 Wolseley 18hp saloon, black, with brown leather upholstery, 19,000 miles, one owner, very carefully used.

1948 Wolseley 14hp saloon, green, brown leather front, cloth rear, 5,000 miles, one owner, excellent condition.

1947 Wolseley 14hp saloon, black, brown leather upholstery, 13,000 miles, one owner.

1946 Wolseley 14hp saloon, black, brown leather upholstery, excellent condition, carefully used.

LOW mileage Wolseleys are scarce, should your model not be in stock put your name on our used cars register for early notification.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [9996

NEWNHAMS, Ltd.

1948 Wolseley 12 saloon; black with brown; low mileage; carefully used.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [8036

CARR BROS. offer:—

1948 Wolseley 12hp indistinguishable from new, 11,000 miles only, immaculate green cellulose, best quality green leather upholstery; £895.—High St., Purley, Uplands 4812. [1024

JAMES SIMPSON (SALES) offer:—

1947 Wolseley 18, very good condition; £800.

JAMES SIMPSON (T.C. MOTORS, Ltd.), 244, Brompton Rd., S.W.3. Ken. 3315. [9924

ALLAN TAYLOR MOTORS, Ltd., offer:—

1938 Wolseley 25hp saloon; £300.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 6431. [9264

1948 Wolseley 18 saloon, black, brown leather, excellent condition throughout; £825; also

1948 Wolseley 8 de luxe saloon, sliding roof, low mileage; £650.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [9765

WOLSELEY 14 saloon, 1936, black, brown leather, good condition; £180.—7, Radcliffe Rd., Croydon 1503. [1069

BEARTS, of Kingston, Wolseley distributors.—Sales spares and repairs.—102, London Rd, Kingston. Tel. 3348.

1940 Wolseley 14 saloon de luxe, black with green hide interior, new appearance, faultless chassis; £525.

MAGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18. Batt. 5573. [9590

1949 (May) Wolseley 4/50, cream, as new; best offer.—Wiseman, 170, Prior Rd., Hall Green, Birmingham. [9475

1939 Wolseley 14 saloon, good condition; £395.—Munday Cars, 35, Woodford Ave., Ilford. Valentine 4830. [1209

1939 Wolseley 14hp saloon, black with brown leather, well cared for.—6, St. Matthews Rd., Cosham, Portsmouth. [1105

1939 Wolseley 18/85 de luxe saloon, black with brown leather, reconditioned engine, perfect condition, guaranteed; £495.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [1008

WOLSELEY 11.9hp 1939 saloon, recent complete overhaul at cost of £175, not run since; excellent condition; offers.—Box 4039. [1326

1948 Wolseley 8hp 4-door saloon, excellent condition; £585.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0596. [9656

WOLSELEY

CASS'S MOTOR MART.—1939 Wolseley 16/65 saloon, black, superb condition; written guarantee.—5, Warren St., W.1. Euston 3523. [8175

GORDON CARS (LONDON), Ltd.—1949 Wolseley 4/50 saloon, grey, 6,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [9866

£765.—Wolseley 14/60 saloon, black, brown leather, superb condition, one owner.—Robbins, East Putney. Tel. 4581. [8454

1939 Wolseley 10hp saloon de luxe, black, with brown leather upholstery, in very exceptional condition; choice of two; £475.

HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3360. [8600

L. F. DOVE offers: 1946 Wolseley 12hp saloon, unmarked, one owner, low mileage; £795.—69 Broadway, Wimbledon, S.W.19. Liberty 3456. [1165

1939 Wolseley 25hp coupe, a specimen motor car, as brand new, coachwork and interior immaculate, full standard ration available; £850.

GEORGE LANGLEY, Ltd., Morris House, Bromham Rd., Bedford. Tel. Bedford 66221 (2 lines). [9867

CENTRAL GARAGE, Croydon, offer 1939 Wolseley 21hp saloon, black, brown leather upholstery; £595.—Central Garage. Tel. Croydon 7464. [6502

4000 miles.—1949 Wolseley 4/50 saloon, stone, brown leather.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [9615

1938 Wolseley 18hp, showroom condition, taxed year, wireless, bargain; £375.—Rogers Garage, 72, Chiswick High Rd., W.4. Chiswick 4815-6. [1207

£375.—Wolseley 21 saloon, 1938, excellent condition, six months' petrol available.—Payne, The Galleon, Chestfield, Nr. Whitstable. Tel. Chestfield 63. [1074

1948 Wolseley 8 4-door saloon, black with brown hide upholstery, very clean; £645.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7006

1936 Wolseley 10 saloon, black, in perfect condition throughout, any trial or inspection; £240.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [4245

1939 model Wolseley 12 saloon de luxe, in outstanding condition throughout, small total mileage; £475.—L. T. W. Clarke, 73, Cadogan Lane, S.W.1. Sloane 4727. [9976

JARVIS & SONS, Ltd., offer 1938 Wolseley 25 saloon de luxe, black with green leather, very carefully used, exceptional condition; price £425.—Morris House, Morden Rd., S.W.19. Liberty 4858. [1200

WOLSELEY Six/Eighty saloon, positively unmarked, probably the first Six/Eighty saloon to be offered for sale.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [8160

WOLSELEY 14, positively unmarked, inside and out, hardly used, speedometer reading 4,000 miles odd; £995.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [8157

£110.—Exceptional 1933 Wolseley 16 saloon, fitted radio, original throughout, including instruction book, tools, etc.—Garrad Motors, 152b, Uxbridge Rd., Hanwell, W.7. Ealing 4635. [9647

£365.—Most desirable Wolseley 12hp 4-door saloon de luxe, 1937, one owner since new, careful and very moderate use, attractive conditioned coachwork, finished in black, a very genuine motor at the price.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Hire purchase, part exchanges. [1150

£365.—1937 Wolseley 18 saloon, finished in black, with brown interior, top condition inside and out, beautiful runner, absolute bargain.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. [9890

ROSE & YOUNG, Ltd., offer 1938 Wolseley 25hp saloon, in nice condition throughout, black, brown hide; £325.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [8985

225 gns.—Wolseley 14, 1936, de luxe 4-door saloon, black, sliding head, brown leather, Easyclean wheels, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1256

1939 Wolseley 25 limousine, 23,236 guaranteed miles private owner since new, bedford cord upholstery rear, leather front, division and sliding roof; £800; trade enquiries invited.—B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [9254

LIMOUSINE, 1939-40, double-enclosed, 21hp, 7-seater, leather, black, delightful condition; £585.—Below.

LIMOUSINE, 1949, partitioned, black, 25hp, forward occasionals, genuine low mileage, immaculate, reasonable cost (£10 tax).—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [9850

Wolseley Cars Wanted

ROWLAND SMITH'S, the Wolseley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0995

EUSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for used Wolseley cars.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [5965

SELL your Wolseley to us; good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899. [4555

8/14hp model, exceptional condition, wanted by Anglor, 140, Golders Green Rd., London, N.W.11. [0543

JACK ROSE, Ltd., require low-mileage Wolseley cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [4928

1938 Saloon 21/25hp Wanted, sound mechanically, reasonable cost.—Letters: Roberts, 26, Sunny Hill, Hendon, N.W.4. [9839

WEYBRIDGE AUTOMOBILES, Ltd., the Wolseley distributors, urgently require late-type Wolseley.—Tel. Weybridge 235. [0540

Wolseley Cars Wanted

WANTED 1938/9 12hp Wolseley saloon.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [9914

CASH buyers of low-mileage Wolseley 8s, 12/48, 14/60, 4/50; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0906

BLAKES, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bond St., Liverpool, 1. Tel. Royal 6622. [7737

7-SEATER Limousine 1935/20hp—also 25hp Series 3. Details please.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [9838

Wolseley 4/50 Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Euston 1212. [0721

Wolseley 6/80 Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Grosvenor 3434. [0722

Wolseley Spares and Service

W. JACOBS & SON.

WE specialise in spares and repairs for all models of Wolseley cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 0660. [0455

WOLSELEY sales and service.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707

FOR Wolseley mudguards, running boards, 1935-46.—Brooks, 85, Queens Rd., Brighton. [0586

FOR Wolseley service consult the Wolseley specialists, W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.) [0473

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101. Spares, reconditioned unit service and repairs for all Wolseley models. [9571

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service. Complete overhauls, coachwork and reconditioned engines. [0277

BROCKHURST GARAGE.—Harrow agents for Wolseley; sales service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0404

MISCELLANEOUS CARS

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists!

5% discount for cash customers.

200 cars under £300; drive away immediately on our Atomic-on-the-spot-hire purchase system; no fuss, no formalities, no enquiries, every car plainly marked with price and year; top price in part exchange for good vans, cars and motor cycles.

RAYMOND WAY, Canterbury Rd., Kilburn (150 yds Kilburn Park Station, Bakerloo Line). Maida Vale 6044 (10 lines). Hours 9 a.m. to 7 p.m. (week-days).

B & G MOTORS offer:—

£155.—Austin 7 Nippy sports 2-seater, taxed, cream and chromium, exceptionally good engine, uses no oil, sound hood and screens, good tyres and battery, thoroughly tested by us and recommended.

£148.—Singer 9 open sports 4-seater, in excellent order, smart, fast and economical car.

£110.—Wolseley Hornet March Special 12hp 2-4-seater, twin carbs, 4 speeds, knock-on wheels, etc.; a bargain at this price.

£105.—Avon Special 9hp streamlined 2-seater, in really sound condition, excellent tyres, battery, etc., etc.

B & G MOTORS, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [1192

JOHNSTONS SERVICE GARAGE offers:—

1946 Austin 8hp saloon, £425; 1937 Austin 12-4 saloon, £275; 1937 Austin 16 saloon, £225.

1936 Austin 12-4 saloon, £200; 1936 Austin 18 7-passenger saloon with division, £250.

1936 Austin 10-4 saloon, £175; 1935 Austin 10-4 saloon, £125.

1938 Morris 8hp saloon, £225; 1935 Morris 12-4 saloon, £125.

1934 Morris 12-4 saloon, excellent condition, £100; 1938 Morris 8 saloon, in the course of being reconditioned, £225.

1935 Rover 14 saloon (£300 overhaul by Rovers, bills to show); £250.

1932 Rover 10hp saloon, £50; 1935 Singer 10hp saloon, £125.

1939 Ford 8 de luxe in exceptional condition, £285; 1939 Hillman Minx 10hp saloon, £325.

JOHNSTONS SERVICE GARAGE, 1a, Mildmay Ave., N.1. Canonbury 6666-7-8. [1285

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 27 years.

HAROLD RADFORD & Co., Ltd., offer exceptional service in sale and maintenance of all cars.—Melton Court, S.W.7. Kensington 6642-3. [7137

Miscellaneous Cars Wanted

RSM

ROWLAND SMITH'S, the car buyers.—Hampstead (Hampstead Tube). Open 9-7 week-days, Saturdays. Hampstead 6041 (10 lines). [0996

MARBLE ARCH MOTOR SUPPLIES, Ltd.—Spot cash buyers of all makes and models.

HIGH St., Watford, Herts. Tel. Watford 4491. [0185

WE are cash buyers of all small h.p. post-war or pre-war cars.

THE WARREN MOTOR Co., 353-5, Euston Rd., N.W.1. Tel. Euston 7751. [1866

ALL makes purchased for cash.—K. & N. Motors, 94, Lanark Rd., W.9. Cun. 8636. [9604

Miscellaneous Cars Wanted

EAST SHEEN.—Cresswell's Garage, urgently wish to buy all makes of pre-war cars.—Pro. 2612. [0375

8 and 10hp cars, 1938 onwards, wanted.—Full details to Jennens Bros. Motors, Ltd., Sutton Coldfield. [6372

PRIDE & CLARKE, Ltd., offer immediate cash payment for any make or model; quotation by return. —158, Stockwell Rd., S.W.9. Bri. 6251. [0734

RAYMOND WAY, the hire-purchase specialists, are still buying cars of all types and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [2006

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day including Saturday. [5347

ELECTRIC VEHICLES

EMBASSY CAR SALES (ENFIELD).—Main North-East London and County agents for Harbilt electric trucks and vans; a model for all trades; the only electric vehicle to carry a 1-ton payload; full range of 1949 models are available on 2 to 3 weeks' delivery.—For all enquiries and demonstrations apply 9 & 10, Savoy Parade, Enfield. Tel. 2725. [9605

AMBULANCES

AMBULANCES, both new and used, latest designs, immediate delivery.—Lawton-Goodman (Ambulance Makers), 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [9772

AMBULANCE, Austin 18 1935, recently overhauled and in very good condition, special easy loading equipment, Caldwell heater charger.—Offers to S. Brandon, 2, Crossway, Raynes Park, S.W.20. [8810

MOTOR HEARSES

A & S.—Immediate delivery, modern high-quality carriages, covered mechanical guarantee certificate. Details:—

1938 Eighteen Austin, 7ft 3in Deck (4-bearers), lavishly equipped streamlined 1950 coachwork, economical, inexpensive.

AUSTIN Twenty 1938 streamlined 5-door 6-bearer, 1950 coachwork, lavishly equipped, mechanically certified, bargain.

ROLLS-ROYCE 1950 Silver Wraith, also 1937 30hp and modern Phantoms, fitted 1950 bearer also Deck streamlined quality coachwork, attractive designs, exclusive equipment inexpensive; seen.—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [9847

ARMSTRONG bearer hearse, very good condition, £75; Armstrong hearse, limousine, carette, very good, £65.—Goulborn, 61, Greyhound Rd., W.6. Fulham 1088. [1047

ARTHUR MULLINER, Ltd., invite enquiries for the de luxe hearse body they are building on the new Humber Pullman chassis; deck bearer or pedestal type supplied.

BRIDGE St., Northampton. Tel. 907. [5562

20000 miles only, 1934 Rolls Phantom II, new streamlined deck body, also four bearers, would exchange for limousine; exchanges and hire purchase.—Taylor, 37, Elvaston Place, S.W.7. Western 0489. [9905

MOTOR CYCLES FOR SALE

RAYMOND WAY.

A 100 new motor cycles, all makes in stock for immediate delivery, also a selection of second-hand solos and combinations; cars taken in exchange.—Raymond Way, the hire-purchase specialists, Kilburn Bridge, N.W.6. Maida Vale 6044 (10 lines). [2607

S. A. COLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery; exchanges, hire purchase. Everything for the Motor Cyclist.—364-368, High Road, Leyton, E.10. [0341

COMMERCIAL VEHICLES

J. DAVY offers:—

MARCH 1949 Fordson 10cwt Utilecon, one owner, as new; £735.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [9655

OVERSEAS CARS, Ltd.

1947 Austin 10cwt van, excellent condition; £500.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [9993

McKINNON MOTORS, Ltd., offer:—

1949 Fordson 10cwt van, green/black, 4,000; £625.

1949 Fordson 10cwt van, green, 6,000; £600.

BOTH have extra front seats, used privately only, clear of lettering, and first-class paintwork.

1948 Aug. Jowett Bradford de luxe van, fitted side windows, two front seats, all chromium fittings, clear van floor, colour: Beige and black wings, one owner, 6,000 miles only, taxed June; list price now £560; exceptional value at £525; confidential extended terms; six month's guarantee.

McKINNON'S, "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [9452

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1948 Fordson 5cwt van, finished in green and cream, 7,000 miles only, one owner, practically new; £465.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [9628

MORGAN'S GARAGE (HOUNSLOW), Ltd. offer:—

1939 Morris 25-cwt van, recently completely overhauled and fitted with reconditioned engine: £225.

1944 Fordson Thames long wheelbase 5-ton dropside truck; £200.

1942 Fordson Thames long wheelbase 5-ton dropside truck; £175.

1946 (registered) Standard 12hp light Utility truck; £225.

EX-W.D. Ford (Canadian type) heavy Utility; £165.

MANY other commercial vehicles of all types; list on request.

MORGAN'S GARAGE (HOUNSLOW), Ltd. 750, London Rd. Hounslow Middx. Hou. 4422. [7747

COMMERCIAL VEHICLES

LAMBS for vans.—Choice of variety, all types and sizes.

WE make and alter bodies to suit for ice cream, canteens, gowns, delivery, etc. Examples: 1940 Ford 10-cwt canteen, £335; Ford V.8 canteen or ice cream, £225; 1938 Ford 5-cwt van, £235; 1938 Morris 10-cwt large body van, £265; 1939 Bedford 8-cwt, £255; all reconditioned as necessary, with 3 months' written guarantee; hire purchase, exchanges.—Lambs of Wood Green, Caxton Rd., N.22. Bowes Park 4144-4297. [1281

1949 (April) Ford 5-cwt van, as new; £450.—Below.

1939 Morris 10-cwt van, in perfect condition throughout; £295.—Bertram Cowen, Streatham Lane, Streatham. Pol. 2100. [9587

BRAY MOTORS offer the following commercial bargains:—

£350.—1945-6 Fordson 10-cwt box van, taxed year, reconditioned engine, good tyres.

£199.—Special offer 1939 series, Morris 10-cwt forward control van.

£225.—1936-9 Austin 10-cwt van, excellent runner, good tyres.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [1299

1949 (March) Fordson 5cwt van, painted green, no writing, 9,000 miles only; £450.

W. J. BROWN, Ltd., Main Ford Dealers, 339, Finchley Rd., N.W.3. Hampstead 4414. [8629

FORD V.8 van, first reg. March, '48, as utility, now classed goods; £250.—Fraser, 76, Baker St., Weybridge. [1062

KARRIER 3ton lorry, 32×6 wheels, 1947 model; £325. —N.E.M. & M.S., Ltd., North End Rd. Erith. Tel. Erith 3000. [9829

1949 Fordson 10cwt van; £545.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [9775

1946 Ford 5cwt van, as new.—Lyne, Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [4803

1948 Morris 10cwt van, low mileage; £495.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [1171

3-5-ton Dodge drop-sided truck, low mileage; £255. —Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [1170

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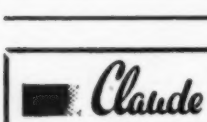

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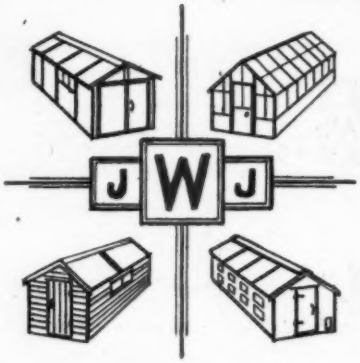

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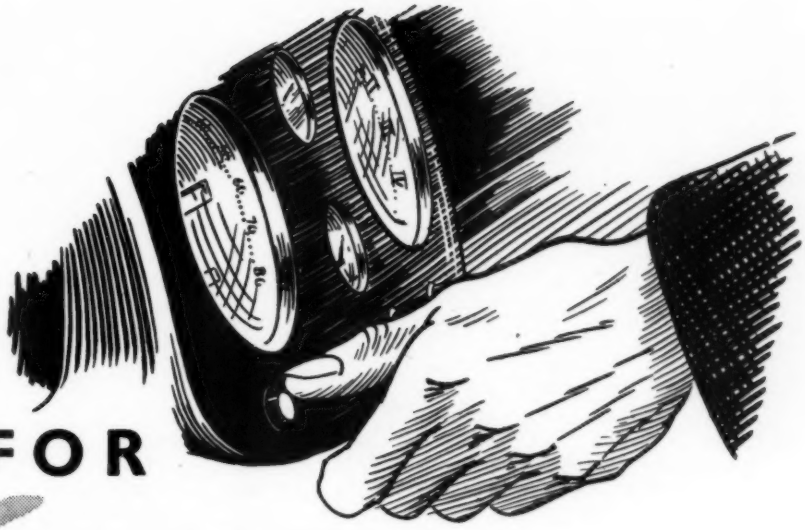

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